

The Hongkong Telegraph

WEATHER FORECAST
OVERCAST
Barometer 29.86

(ESTABLISHED 1881.)

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July 10 1915. Temperature 6 a.m. 83 2 p.m. 85
Humidity 83 76

July 10 1914. Temperature 6 a.m. 79 2 p.m. 83
Humidity 89 80

2867 日八廿月五

SATURDAY, JULY 10, 1915.

大英一千九百一十五年七月十日 星期六
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836 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS

NO MORE GERMAN SOUTH WEST AFRICA.

GERMANS SURRENDER UNCONDITIONALLY TO GENERAL BOTHA.

Citizen Army Returning to the Union.

EXPLOSION AT HOUNSLOW POWDER FACTORY.

[Reuter's Service to The "Telegraph."]

FIRE ON LINER CONTROLLED.

July 9, 3.10 a.m.
The fire on board the s.s. Minnehaha has been got under control and the vessel is returning to Halifax.

EARL KITCHENER AT THE GUILDHALL.

July 9, 3.10 a.m.
A meeting will be addressed by Lord Kitchener at the Guildhall to-day in inauguration of three weeks' recruiting effort in the City. It promises to be a great demonstration in honour of Lord Kitchener. The Territorials will line the streets through which he drives and an overflow meeting will be held in the Guildhall Yard.

BURNING LINER'S CAPTAIN KILLED.

July 9, 6.30 a.m.
The Captain of the Minnehaha, it is reported, has been suffocated by steam.

WAR LOAN: LOCAL BANK'S SUBSCRIPTION.

July 9, 6.30 a.m.
The Hongkong and Shanghai Bank has applied for one and a quarter million pounds sterling in the new war loan.

IMPORTANT ITALIAN CAPTURE.

July 9, 6.30 a.m.
The Italians have captured Podgora a suburb of Goritz, commanding the Isonzo railway bridge after a violent all day battle on Tuesday.

GENERAL GOURAUD EXTENSIVELY INJURED.

July 9, 6.30 a.m.
General Gouraud has arrived in Paris. His right arm was amputated during the voyage from Gallipoli. His right hip has been fractured and his left leg broken.

ENVER PASHA IN COMMAND.

July 9, 6.30 a.m.
The Times correspondent at Mytilene reports that Enver Pasha has replaced the wounded General Liman Sanders in the command at Gallipoli.

GERMAN REPLY NOT YET RECEIVED.

July 9, 6.30 a.m.
Reuter's correspondent at Washington learns that President Wilson has decided not to answer Mr. Gerard's request for instructions concerning the tentative draft of the German reply, on the Lusitania question, submitted to him. President Wilson is of opinion that he cannot enter into any discussion until the note is formally submitted.

TO-DAY'S LATEST WAR TELEGRAMS.

MONTENEGRO AND AUSTRIAN SUBJECTS

July 9, 3.10 a.m.
The Montenegrins are arresting and internaring in Montenegro all Austrian agents and subjects in Albania. They expelled the consul and entire staff from Sutari.

HOLLAND'S ARMY PROPOSALS.

July 9, 3.10 a.m.
Reuter's correspondent at the Hague states that in deference to the wishes of the people the Government has altered the bill extending the Landstorm, making the age limit thirty instead of forty.

THE PROFESSIONAL FOOTBALL QUESTION

July 9, 3.10 a.m.
The Scotch Football League has decided to continue Football only on Saturdays.

ITALIAN PRESS AND THE AMALFI.

July 9, 3.10 a.m.
The Italian Press emphasises that the lesson from the loss of the Amalfi is that there is a necessity for continuing the fight until the Austrians are expelled from the Dalmatian Coast and the Adriatic becomes an Italian sea.

UNCONDITIONAL SURRENDER.

July 9, 3.40 p.m.
Reuter's correspondent at Capetown reports that the Germans have surrendered absolutely unconditionally. Sir Louis Botha presents an ultimatum to the German commander which expired at tea-time yesterday.

HOSTILITIES NOW AT AN END.

July 9, 1.10 p.m.
Reuter's correspondent at Pretoria states that hostilities in South West Africa have now ceased. Practically the whole of the citizen army will return to the Union as quickly as transport will permit.

EXPLOSION IN BRITISH POWDER FACTORY.

July 9, 2.10 p.m.
A series of violent explosions occurred in the forenoon at the powder factory at Hounslow and were heard a distance of fifteen miles. Huge columns of smoke were also seen. There are no further details to hand at present.

BOTHA WINS HIS CAMPAIGN.

July 9, 11.40 a.m.
Reuter's correspondent at Pretoria states that General Sir Louis Botha has accepted the surrender of the entire German force in South West Africa.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

SOUTH-WEST AFRICAN CAMPAIGN NEARS END.

July 9, 4.15 a.m.
Reuter's correspondent at Pretoria states that General Louis Botha's flanking columns have reached Tsumeb and Namutoni. They have captured seven hundred and fifty Germans and several field guns. They have also released all the Union prisoners in German hands. The capture or surrender of the remainder of the enemy in the field is expected shortly.

WAR TELEGRAMS.

BRITISH SUBMARINES BAG.

July 8, 9.45 p.m.
The Press Bureau states that it is officially announced in Petrograd that the submarine which successfully attacked a German warship (of the Deutschland type) in the Baltic Sea was a British submarine.

ITALIAN AEROPLANES FINE PERFORMANCE.

July 9, 3.55 p.m.
According to Reuter's correspondent at Rome the Italian heavy guns are smashing the fortifications of Certe, while the battle of Isonzo is more intense than ever. The communique adds that the Italians are making slow but constant progress, especially on the Carso plateau where they have taken fourteen hundred prisoners. An Italian dirigible accompanied by aeroplanes indulged in a most lively bombing of the enemy aviation grounds, also destroying the railways. They all returned safely despite a violent bombardment.

AFFAIRS IN CONSTANTINOPLE.

July 9, 3.55 p.m.
Reuter's representative at Sebastopol reports that Russian destroyers attacked, near the Bosphorus, a Turkish submarine, which fired a torpedo without result and disappeared when shelled. Russian warships, after bombarding Zunguladak, sank nine ships laden with coal for Constantinople. Arrivals at Sofia from Constantinople state that the supply of coal has practically ceased and a number of trains are unable to start. The inhabitants are depressed by the convoys of wounded and frequent fires, one of which destroyed 2,500 houses. British submarines in the Sea of Marmora are interfering with the transport of troops but do not touch passenger ships. A steamer proceeding from Constantinople to Skutari met a submarine on the surface firing the Union Jack. The passengers took panic but the steamer was not molested.

KILLED BY HIGH EXPLOSIVE.

July 8, 8.45 p.m.
Captain A. Scamm, an airman who recently received the Military Cross, has been killed at Upavon while experimenting with a high explosive bomb. He was hit with fragments at ninety yards distance.

FRENCH BOAT SINKS SUBMARINE.

July 8, 6.25 p.m.
Details are now to hand of the sinking of a German submarine mentioned officially on July 5. The French patrol boat, Hollande, while off Boulogne fired twenty-five shots short range. The submarine was hit and disappeared in a cloud of thick smoke leaving a patch of oil on the surface. She seemed to be of the most recent type.

ITALIAN CRUISER SUNK.

July 8, 6.15 p.m.
A Rome communique states that during a naval reconnaissance in force last night in the upper Adriatic, the cruiser Amalfi was torpedoed and sunk at dawn. As the warship listed the crew with admirable discipline were drawn up on deck and gave three cheers for the King before they abandoned the ship. The captain was the last to leave and almost everyone was saved by our ships.

GERMANS VIOLATE AMERICAN NEUTRALITY.

July 8, 8.45 p.m.
A message from New York announces that the U.S. Government has taken over the German wireless station at Sayville, which is the only remaining means of communication with Germany. Many complaints have recently been made that messages have been sent which violate American neutrality.

THE NATIONAL REGISTER BILL.

July 8, 9.45 p.m.
The House of Commons has passed the third reading of the Bill providing for the taking of a national register.

DIPLOMATIC CHANGE IN TURKEY.

July 8, 6.25 p.m.
Prince Hohenlohe of Langeburg, a brother-in-law of the King of Roumania and a relation of King Ferdinand of Bulgaria, replaces Count von Wangenheim as German Ambassador at Constantinople.

(Continued on page 5.)

TELEGRAMS.

MERCHANTMEN CARRYING ARMS IN SELF- DEFENCE

THE PRINCIPLE RECOGNISED.

(Reuter's Service to The "Telegraph.")
London, Received July 10.
In the House of Commons Mr. Bellairs asked, in view of the German attacks on unarmed merchantmen, that the Government ask the neutral Powers to allow merchantmen, armed for the purpose of defence with only one gun astern, to trade at their ports; despite the carrying of the gun. Lord Robert Cecil in reply said that merchantmen of a belligerent Power were entitled by an established and uninterrupted usage to carry and use armament in self-defence. Several neutral Governments had been communicated with at the outbreak of the war and several more had been approached since, as the circumstances suggested that the principle of merchantmen carrying arms in self-defence had been generally recognised. British ships so armed had been trading regularly with the various countries since the early stages of the war.

NEWS FOR BUSY MEN.

CONDENSED.

The Italians have captured Podgora, in the neighbourhood of Goritz.

General Gouraud, who has had his right arm amputated, has arrived in Paris.

The Times correspondent at Mytilene says that Enver Pasha has been replaced.

The Germans in South West Africa have surrendered unconditionally to General Botha.

Violent explosions were heard yesterday morning coming from the powder factory at Hounslow.

Earl Kitchener has visited the Guildhall and received an enthusiastic reception in the City.

The Hongkong and Shanghai Bank has applied for a million and a quarter sterling War Loan stock.

Hostilities in South West Africa have entirely ceased and the British troops are returning to the Union.

Dr. Woodrow Wilson has decided not to answer the request of the American Ambassador in Berlin for instructions concerning a tentative draft of the German Reply in connection with the Lusitania.

Enver Pasha is now in command at Gallipoli.

The fire on board the s.s. Minnehaha has been put out.

The Montenegrins are internaring the Austrians in Albania.

The age limit for the Holland Landstorm has been reduced from forty to thirty.

In the House of Commons it has been announced that British ships armed for self defence have been trading since the early months of the war.

NEWS.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Monday, July 12.

Extraordinary General meeting of H.K. Chamber of Commerce—New Government Building—noon.

NOTICES

THE UNDERWOOD TYPEWRITER.

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In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

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General Managers. Hongkong, 16th August, 1910

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He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor. Hongkong, 29th Jan., 1912.

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NOTICES

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The above Hotel was opened on August 1st, 1914, under new proprietorship and management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to Tel. Add. "Phoenix."

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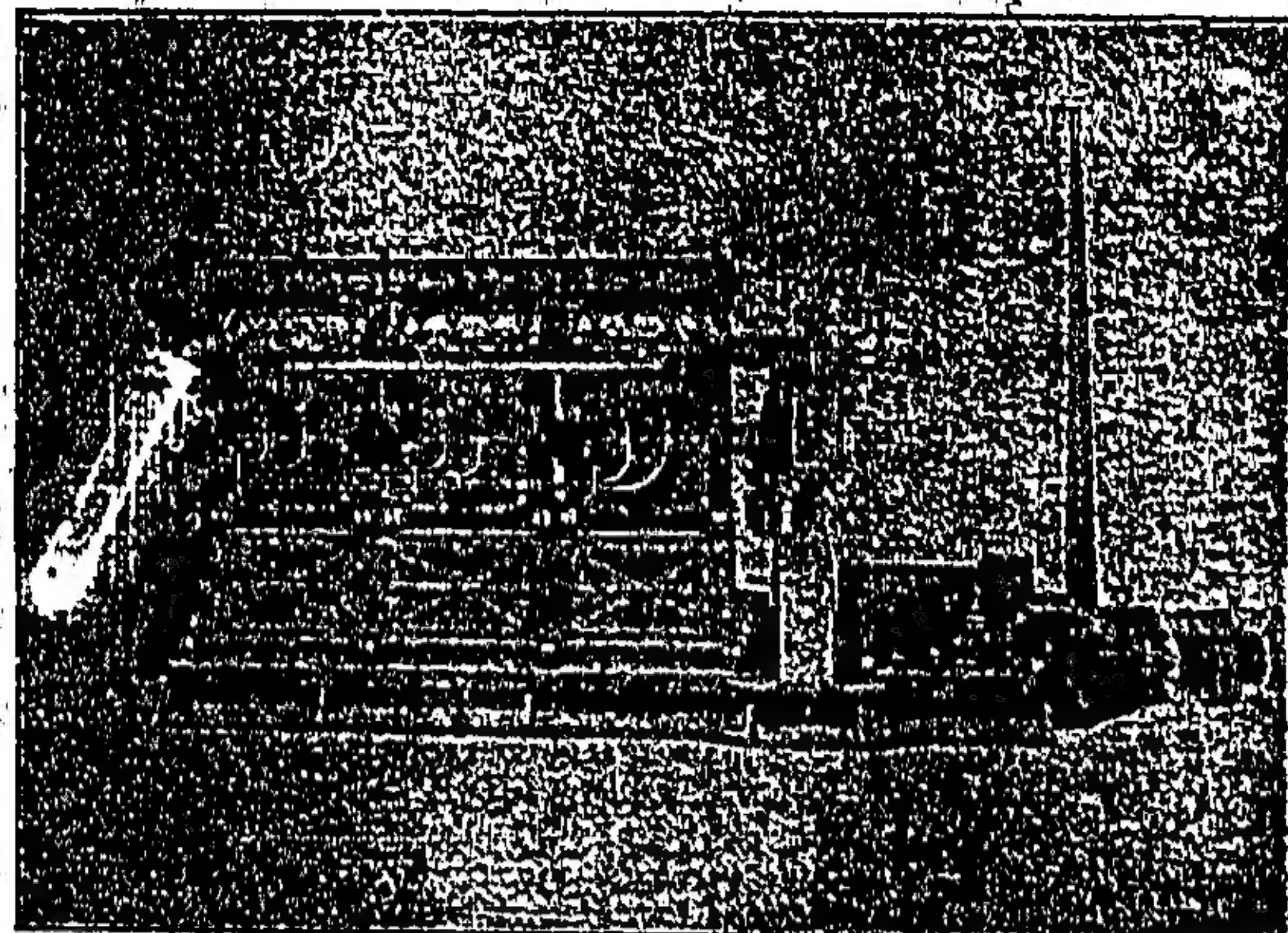
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NOTICES

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OUR CONTEMPORARIES.

South China Morning Post.

The Cost of War.

The figures published on Friday of the huge toll France has already paid in repelling the German invader are truly eloquent, far more so than if a lengthy official announcement were made with a wealth of detail. The figures sadden one when we realise that 300,000 men are missing—the major portion probably prisoners in Germany—the wounded total 700,000, and the dead heroes number 400,000. Dearly is victory being bought, but the confidence of the French and the allies, is unshaken. The flower of the manhood of the nations is being sacrificed, but it is not in vain, for posterity will benefit and be truly grateful for the assurance of peace. The end is not yet, the roll of heroic dead is incomplete, but our success is certain, for the heart and will of the allied nations are with the battalions in the field and with the men at sea.

Daily Press.

Victory by Extermination. If the statements published as to the treatment of prisoners in Germany be true, this is more than the men who fall into the hands of the Germans can expect. Whether war proves anything may be a matter of argument. Whether it shows superior virility on the part of the conquerors, or whether it merely shows their superior cunning. It may be that war, in the present state of civilisation, is the only means available for preventing that unevenness of development which has proved a source of ruin to so many States in the past. If the creation of a very rich and a very poor class, of a highly educated and a grossly ignorant, of an extremely broad-minded and an extremely bigoted are detrimental to the balance of a State, so it may not unfairly be concluded that unevenness of development among races is as great a source of evil. Indeed, we have only to remember the relative positions of Turkey and the Balkan States to find a striking instance. From this point of view war is a social disease arising from the tendency of civilisation to work unevenly. War, however, cannot elevate; it can only draw the combatants down to the level of the lowest—or even lower if we agree that in modern warfare we have resorted to the methods of the savage, victory by extermination.

China Mail.

The Future of Belgium. Socialist opinion seems to be rather a thorn in the side of the military authorities in Germany, for the Social-Democratic press have come out strongly against any proposal to annex Belgium to the German Empire. A recent speech of Dr. Dernburg seems to have caused some trouble in the Fatherland, as he appeared to intimate that while "Belgium can not be given up" now, yet under certain conditions Belgium might acquire her freedom if England would compensate Germany in other directions, and the Socialist press supported him. Results followed which was not consoling to the advocates of Belgian nationality. According to the Berlin Vorwärts the Dortmund Arbeiter Zeitung was placed under preventive censorship for attacking those who considered the annexation of Belgium imperative, and the Vorwärts states that the official notice of censorship ran, in part: "Attacks on wide circles of people who consider the annexation of Belgium to the German Empire as necessary in the interests of the Fatherland, as in your article, 'The Future of Belgium,' are forbidden."

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MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

GENERAL NEWS.

The Tourists.
Canada is endeavouring to get the stream of American tourists who now undoubtedly will avoid Europe. The Grand Trunk Railway announces already that Canadian inspectors on the frontiers have been ordered not to import the Americans.

A Catholic Field Bishop.
Rome, June 5.—To-night the *Observatore Romano* publishes the Papal Decree instituting the new post of field bishop, having authority to appoint chaplains of the land and sea forces to bless flags and direct the spiritual organisation during the war. The first nominee is Monsignor Angelo Bartolomasi.

Interesting Wedding.
Mr. P. C. G. Weller, of Messrs. Whiteaway Laidlaw and Co., Penang, has been married to Miss Josephine Catherine Aeria, daughter of Mr. Aerialis Aeria. The wedding was solemnized at the Church of the Assumption, the Rev. L. M. Duvell officiating. The bride was given away by her brother, Mr. Cecil Aeria, of the Supreme Court, Penang, and was attended by her cousin, Miss Connie Aeria as bridesmaid. Miss Irene Aeria was the flower girl. Mr. F. W. Pate, of the Government Wharves, was the best man.

Chinese Law Students.
The result is published of the Trinity Examination of students of the Inns of Court, held in Lincoln's Inn Hall on May 17 to 21. The entry was much smaller than usual. Amongst the students passed in Constitutional Law (English and Colonial) and Legal History were, in Class II: Yew Koh Leong, Inner Temple, and Nai Wong, Gray's Inn. Amongst those in Class III was Shook Lin Yung, Inner Temple. Those who passed the final examination included Hia Sing Ohe, Gray's Inn; Mung Kwai U. Gray's Inn; Tze Fung Lim, Middle Temple; Cheng Ean Lim, Lincoln's Inn; and Yau Hui Tan, Inner Temple, Ceylon Association.

There is a Ceylon Association in London shows a membership of 320 against 219 last year. The financial position is much improved, subscriptions amounting to £571. In pursuance of the report of the special committee appointed to consider how to increase the usefulness of the association, notice has been given of official resolutions for the meeting on the 23rd, raising the subscription of companies to 33s., and amalgamating the Executive and Tea and Produce Committees, placing the appointment of the secretary in the hands of the committee and recommending that the retiring secretary, Mr. Martin Leake, be made an honorary life member.

Straits Chinese Physical Culturists.
The tenth half-yearly general meeting of the Straits Chinese Physical Culturists was held last week at Tanjong Katong, Singapore, there being a large attendance of members. The accounts having been passed, the following were elected officers for the ensuing six months with effect from July 1:—President, Mr. C. O. Watt; vice-presidents, Messrs. C. K. Yew and C. H. Guan; hon. secretary, Mr. C. S. Kiong; hon. treasurer, Mr. C. C. John; hon. auditor, Mr. L. B. Chee; hon. committee, Messrs. O. K. Leong, C. S. Tee, Y. A. Lek, C. Y. Teck, L. K. Watt and T. G. Lok. First and second prizes were awarded to Messrs. Y. E. Song and L. B. Chee respectively for regular attendance during the first half of 1915.

Exploring an Arctic Island.
Rajkjavik, May 20.—A company with considerable capital has just been formed here for the purpose of exploiting the island of Jan-Mayen, situated in the Arctic Ocean, between Iceland and Spitzbergen. A vessel is being sent to the island this summer, and it is believed that a big harvest will be reaped from the enormous masses of drift wood with which the shores of the island are thickly covered and from the numerous foxes which are found on the land and whose skins at the present moment fetch good prices. Jan-Mayen has never been taken possession of by any nation, and is uninhabited.

NOTICE.

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WHY PRZEMYSL WAS EVACUATED

Russian Forces Concentrated to the East.

June 4.
An official Russian statement with regard to the fall of Przemyśl shows that the town, having "served its purpose," was evacuated and the war material captured from the Austrians and the last of the batteries removed. The evacuation is declared to have been necessary, as its possession proved a handicap to the troops facing the enemy advance on the San.

The Russians now occupy a more concentrated position to the east of Przemyśl, the name of which by the way signifies "overthrow."

German troops (apparently Bavarian) having stormed the last of the Russian positions on the north were the first to enter the town. Only two and a half hours later the Austrians entered from the south and west and met in the market square.

It is stated by Austrian papers that the Russians are preparing to evacuate Lemberg, and the Petrograd communique admits that the enemy forces advancing from Stry are making progress. The latest German report says they are at a point about 25 miles south of Lemberg.

The Russians have, however, gained a notable success on the left bank of the Lower San, where they have pierced the enemy's line, and captured an important fortified position, taking 4,000 prisoners, and almost annihilating the 1st Terebess regiments.

Russian Explanation.
Petrograd, Tuesday.
On June 1 the battle in Galicia continued with undiminished desperation on the whole front between the Viennese and the Nadworna regiments.

On the left bank of the Lower San our troops, after a powerful advance, finally, on the 2nd, pierced the enemy's line, and captured an important position which the enemy had fortified in the region of Roudnik, where we took about 4,000 prisoners, guns, and numerous machine-guns.

West of Roudnik we almost completely annihilated the 2nd, 3rd, and 4th Tyrol regiments. Our offensive on the whole front as far as the mouth of the Wisloka continues to develop successfully.

As Przemyśl, in view of the state of its artillery and of its works, which were destroyed by the Austrians before capitulation, was recognised as incapable of defending itself, its maintenance on our hands only served our purpose until such time as our possession of the positions surrounding the town on the north-west facilitated our operations on the San.

When the enemy captured Jaroslav and Radymno, and began to spread along the right bank of that river, the maintenance of the positions forced our troops to fight on an unequal and very difficult front, increasing it by 25 versts—22 miles—and subjecting the troops occupying these positions to the concentrated fire of enemy's numerous heavy guns.

Consequently we had for some time been proceeding with the gradual removal from this point of the various material which we had taken from the Austrians. This having been completed, we removed on Wednesday the last batteries, and the following night, in conformity with orders received, evacuated on the north and west fronts the positions surrounding Przemyśl, and formed on the east a more concentrated force.

The attacks which the enemy delivered between Przemyśl and the Dniester on June 1 were repulsed.

In the region beyond the Dniester the enemy, who had concentrated in the vicinity of the town of Stry very large forces, succeeded in making progress on the Tiszenitz-Stry front, sustaining, however, very great losses and leaving us in the course of our counter-attacks a thousand prisoners.

In Poland, on the Bzura, on June 1, the enemy sent out a large cloud of gas which at first reached the river, but, owing to a change of wind, was blown back and spread in the enemy's trenches. A large number of Germans had then to leave the trenches and run in a groaning position along a wide front where our exact fire decimated them.

"CONSCIENCE OF THE WORLD"

Praise of America by Polish Author.

It is a great tribute which Sienkiewicz, the Polish author, pays to America when he speaks of this country becoming "the conscience of the world," says a United States paper. And the inspiration of this truly poetic sentiment was something more than gratitude for American generosity toward the war victims in Poland. The distinguished novelist makes a graceful acknowledgment of all that the United States has done in the way of sparing thousands of his countrymen from starvation, but he also sees us propagating the ideas of justice, such as the triumph of law over force.

Though a poetic, it is also an eminently sane sentiment. The nation is the conscience of the world which is the most sensitive of the rights of the individual and the most respectful of the rights of other nations.

That we can lay claim to pre-eminence in these matters is the opinion not only of Sienkiewicz but of many other thoughtful foreign observers who have not been deceived by our fondness for the exposure of domestic abuses. On the contrary, they have seen in the readiness with which corruption is given the fullest publicity an evidence of a highly developed public conscience.

There is no more dust in the unbeam than there is in the rest of the room; it is only seen more clearly. There is no more corruption in American life than there is in the life of other countries; it is only seen more clearly because, while we have a

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TO LET.

TO LET.—FOUR ROOMED FLATS in Hanoi Road, Kowloon, and May Road, Hongkong, with possession on or about 15th August next—English baths and kitchen ranges, hot and cold water, Electric light. First class appointments throughout, including water carriage system.

PENYRHEW Mindon Row, Kowloon, 6 Roomed house with Tennis Court, 2 & 3 Mindon Villas, Kowloon, 5 Roomed Houses with Tennis Courts. Four roomed houses in Gordon Terrace and Salisbury Avenue, Kowloon.

Flats in Nathan Road, Kowloon.
A Flat in Humphreys Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET.—Queen's Building.
The South-West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Godown, No. 9, Ice House Street.

Offices facing the Harbour between The Hongkong Club and Post Office.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—The Ground Floor of No. 6, Des Voeux Road Central, occupied by Madame Gains, etc. Apply to **DAVID SASSOON & Co., Limited.**

TO LET.—House No. 4 Lyceum Villas, Kowloon. Apply to—**SPANISH DOMINICAN PROCUSSION.**

TO LET.—Office 2nd Floor, No. 14 Pedder Street, also Large Godown on Water Front, East Point. Apply Property Office, **JARDINE, MATHESON & Co., Ltd.**

TO LET.—"La Hacienda" E. No. 74 Mount Kellett Road. Apply to **CHATER and MODY, 5 Queen's Road Central.**

TO LET.—A House in Knutsford Terrace. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**

TO LET.—Houses in Clifton Gardens, Conduit Road, Godowns, New Praya, Kennedy Town.

Godowns, at Wanchai Road, 58 The Peak, "The Retreat," 21 Wongsheehong Road. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**

free and untrammelled press, the rigid laws of libel in other lands, forbid newspaper and other publicity.

The apparent license availed of by certain publications, though at times unpleasant, has its compensating advantages in the consciousness that here are no obnoxious libel laws restraining the liberty of the press.

This courage of Sienkiewicz should be taken as a full deserved. We should have the courage to think well of ourselves along moral as well as material lines. From a national standpoint we have swung to the opposite fault of excessive self-censorship, particularly in regard to political and commercial morality, but we should not confuse the freedom to expose political and commercial shortcomings with the idea that we are worse than others.

A Shanghai Lad.
Second Lieutenant Alan Menzies Hillier, of the 3rd Battalion (attached 2nd) the Royal West Surrey Regiment, was the only son of Mr. and Mrs. H. King Hillier, Kingstakeley, Ma field-road, Sutton, Surrey. He was born at Shanghai, educated at the Leas Preparatory School, Boylelake, Cheshire, and at Berkhamstead School. He entered St. John's College, Cambridge, in October, 1913, and at the time he was gazetted to the Queen's was in the Cambridge University O.T.C.

TO LET.

TO LET. The whole or part of Shop in Chater Road. Apply **CLARK & Co., Opticians.**

TO LET. Broadwood Road, on Ridge East of Happy Valley, a 5 Roomed Detached House standing on its own grounds. For particulars apply to C. E. WARREN & Co.

TO LET.—Furnished, including a splendid Piano, "Fair View" No. 3 Robinson Road, containing 6 rooms with ample servants quarters. Apply to—**DAVID SASSOON & Co.**

WANTED.

WANTED.—An expert stenographer and typist to fill a temporary position; salary \$5.00 per diem; address giving previous experience. Box 160 c/o Hongkong Telegraph.

WANTED.—British youth of good appearance and address to assist in European Store. Must be accurate at figures and good Penman. Able to sketch, a recommendation. Opportunity to learn an interesting business. Apply Box No.—c/o Hongkong Telegraph.

WANTED.—Second-hand Chinese-English Dictionary, Eite's preferred Student, c/o Hongkong Telegraph.

WANTED for British North Borneo Government's Yacht, Engineer with Chief's Certificate; must have had experience in Electric Lighting Refrigerating and Motor Work. For further particulars apply to **GIBB, LIVINGSTON & Co., Agents, British North Borneo Government.**

WANTED.—By a lady typist with previous experience, situation in a commercial office. Willing to start with a moderate salary. Apply "A.B.C." care of Hongkong Telegraph.

WANTED.—In September, a furnished or unfurnished House on the Peak, for a year or longer. **F. C. JENKIN, Prince's Buildings.**

WANTED.—A Microscope, in good order. Must have fine and coarse adjustment, low and high power and oil immersion lenses, Abbe condenser, etc. State particulars and lowest cash price first letter. Address **"MICROSCOPE," c/o Hongkong Telegraph.**

WANTED.—For immediate occupation one 3/4 roomed small Bungalow with a compound, anywhere up on the Peak. Apply stating location, rent, etc. to "Z" c/o "The Hongkong Telegraph."

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Eastern Extension Australasia & China Telegraph Co.

Fatkee, Haiphong, Henry Garraw, Calcutta. Box No. 24 Connaught Road, Singapore.

Kwongbinlong, Ipoh. Kwongmowchan, Kuala Lumpur. Limkuiwai 11 Bon'am Street, Tapani.

Namshan, London. Yua am Cheung 1 Sit Hong Lane, Liverpool.

J. M. BECK, Superintendent. Hongkong, 8th July, 1915.

Great Northern Telegraph Company, Ltd.

Jonyuan, Shanghai. Pootong Gubilit Street, Shanghai.

Ngiankee Bonham St. W. Swatow. Kwangziangsang, Shanghai. Maute, Shanghai. Jieyuen'ng 87 West of Kannodo, Shanghai.

R. BLACK, Superintendent. Hongkong, 9th July, 1915.

If you have lost your appetite or the big variety of dainty dishes at the **ALEXANDRA JAFFE** is sure to tempt you

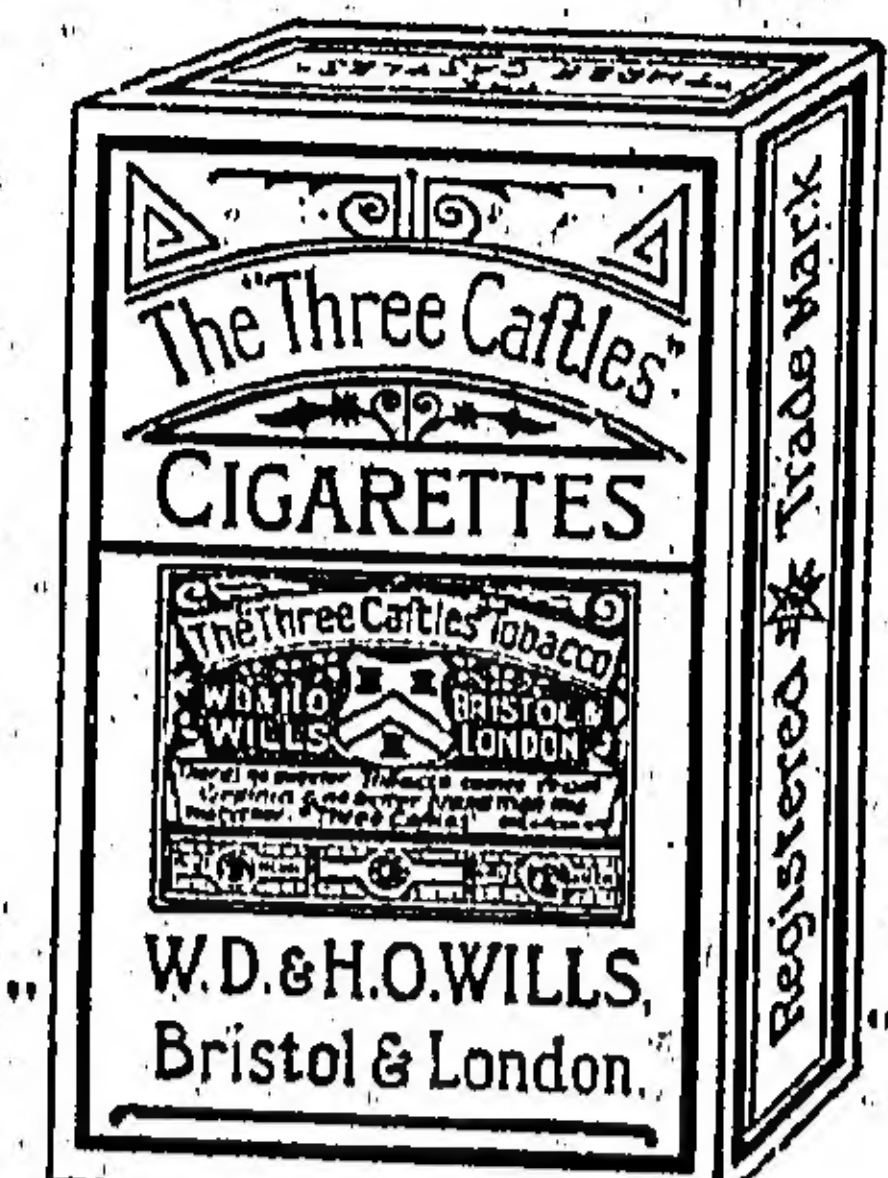
NOTICES.

THE OLD FAVOURITE.

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"THREE CASTLES" CIGARETTE.

Manufactured by W. D. & H. O. WILLS, ENGLAND. Be sure you get "THREE CASTLES."



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A SEASONABLE DISH. CHIVERS ENGLISH FRUITS

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KELLY & WALSH, LIMITED.

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THE BEST OF THE GERMAN ARMY IN THE WEST, Sven Hedin	7.00		
MOTOR BOAT ANNUAL 1915	1.25		
THE YEAR BOOK OF WIRELESS TELEGRAPHY	2.75		
THE HOUSE OF THE VERDONS, Antoinette, painted by Warwick Goble, described by A. V. Millington	6.00		
THE GERMAN ARMY AND AFRICA, Evans Lewis	8.50		
SEA INSURANCE, Wm. Gow	11.25		
COLONIAL OFFICE LIST, 1915	12.00		
THE AGONY OF BELGIUM, Frank Fox	4.80		
MEMORIES OF THE KAISER'S COURT, Anne Topham	2.00		
THE GERMAN EMPEROR AS SEEN IN HIS PUBLIC UTTERANCES, C. Gauthier	4.80		
EVOLUTION & THE WAR, C. Mitchell	2.00		
THE NEW BERNHARDT: HIS LATEST VIEWS ON THE WAR, Philip's Handy Atlas of the World, with War Supplement	2.75		
PAN-GERMANISM, R. G. Usher	80		
THE WORLD-WIDE WAR, Capt. Atteridge	80		
THE STORY OF THE HOHENZOLLERN, C. S. Jones	1.75		
WITH THE GERMAN ARMY IN THE WEST, Sven Hedin	7.00		
MOTOR BOAT ANNUAL 1915	1.25		
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THE WORLD-WIDE WAR, Capt. Atteridge	80		

NOTICE.

N. LAZARUS & Co.

QUALIFIED OPTICIANS,

HAVE REMOVED TO

28, QUEEN'S ROAD, CENTRAL

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WAR TELEGRAMS.

(Continued from page 1.)

EXPORT OF JUTE TOTALLY FORBIDDEN.

July 8, 8.45 p.m.
In the *Gazette* it is announced that the exportation of jute yarns and jute piece goods, bags and sacks has been prohibited to all destinations.

TRANS-ATLANTIC LINER AFIRE.

July 8, 8.45 p.m.
New York reports that the liner *Minnehaha* bound for London has sent a wireless message from mid-Atlantic to the effect that those on board are fighting a fire in hold No. 3.

TORNADO IN AMERICA.

July 9, 3.55 p.m.
Tornadoes and cloudbursts sweeping over Missouri, Illinois, Indiana, and Ohio have devastated these regions with great loss of life. A passenger train was blown off the line and a number of towns are covered with wheat blown from the fields. Over twenty people have been killed in Cincinnati and also many drowned in the Ohio river through the overturning of two boats.

STARTLING RUSSIAN RECOVERY.

July 9, 4.50 a.m.
Both the Austrian and Russian communiques show that the Russians have recoiled in a startling manner on the invaders. The Austrians admit that superior Russian forces are delivering numerous severe attacks which have compelled them to withdraw north of Krantik. The Russian communique states: We have continued our successful offensive south of Lublin and, crossing the river Urzendorf, we have dealt the enemy some terrible blows. We captured from Monday to Thursday eleven thousand prisoners and several dozen machine-guns, and the enemy is still retreating pursued by us. The communique adds: The enemy on the left of the Vistula on Tuesday night attacked on an eight mile front in the direction of Bolinoff, covered by enormous clouds of poisonous gas, and succeeded in capturing a section of the Russian first line. But a counter-attack on Wednesday ejected the prisoners from the captured trenches.

ACTIVITY IN EASTERN THEATRE.

July 8, 0.5 p.m.
Reuter's correspondent at Paris reports another violent infantry battle. The Germans re-attempting to capture the sunken road between Angres and Sochez preceded their attack with a most heavy bombardment, but all the German efforts were completely defeated.

The communique states that the French then took the offensive against Sochez and succeeded in approaching the town. Carrying a line of German trenches after annihilating all the defenders with grenades, they then progressed beyond, taking prisoners. The artillery action was maintained in Argonne. The Germans once tried to leave their trenches but were driven back at sight. The artillery was most lively between the Meuse and Moselle but the enemy did not attempt infantry fighting except at Bis-le-Potere where two attacks were smothered at the outset.

July 9, 1.30 a.m.
Last night's Paris communique states that the German attack in Belgium against the trenches which the British captured on the 6th inst. south west of Pilkem was caught by the Anglo-French artillery fire and dispersed with the heaviest losses. The enemy at six in the morning re-attacked the French positions north of the Ethune-Arras road and were repulsed. A German counter-attack north of Sochez station aimed at re-capturing the trenches lost on the evening of the 7th but only succeeded in re-occupying one hundred out of eighteen hundred metres.

THE NEW RADIO TELEGRAPH STATION.

Will be Opened Shortly.

It is hereby notified that the Radio Telegraph Station at Cape D'Aguilar will be opened for the transmission of radio telegrams to and from ships on the 15th instant.

Messages for transmission to ships will be received:—

(a) at the Telegraph Counter, General Post Office Public Hall, between 9 a.m. and 6 p.m. on week days;

(b) at the Telegraph Office—Room No. 18, 3rd floor, General Post Office Building:—between 7 a.m. and 8 a.m. and between 3 p.m. and 10 p.m. on week days, and between 7 a.m. and 10 p.m. on Sundays and Public Holidays.

The Coast and Land Line charges will be:—Minimum per radio telegram of 10 words, \$3, for each additional word after the first ten, 30 cents.

To the local charges must be added the ship or coast charges of the receiving station. These charges can be ascertained at the Telegraph Counter, General Post Office.

Only telegrams in plain language will be received.

THE SNOWBALL BAG SALE.

Yesterday's Successful Function.

The organisers of the Snowball Bag Sale, which took place yesterday afternoon in the grounds of Government House, are to be congratulated for the successful function which they arranged. That it would be a success was guaranteed by the very large list of prominent helpers, who were responsible for the various choicely decorated stalls on which a multitude of bags were for sale. Set out on the lawn in front of Government House the stalls formed a charming picture and were patronised by a large number of ladies and children with whom a good trade was done. Music was supplied by the band of the 74th Punjab, their assistance was greatly appreciated and went a long way towards the enjoyment of the afternoon. The decorations which were carried out with considerable taste, were in the hands of a committee of Commander Beckwith, Mr. Pattenden and Miss Wilkinson who were assisted by Mr. Warren Yeoman of the Tamar. Under Miss Skinner the Peak Troop of Boy Scouts gave displays of drill during the afternoon, while the St. Joseph Troop under Scoutmaster Braga kept the gates, sold small Belgian flags and generally proved themselves useful. Great was the help given by the French and Italian Convents who supplied a number of very choice bags and beautiful gifts to be raffled, while the girls of the Diocesan Girls School never wearying of well doing were much to the fore with their stall for wrapping parcels. A feature of the sale was the remarkable amount of help which was given by the business people of Hong Kong, Europeans as well as Chinese, and also the help given by various ladies who took upon themselves the onerous task of disposing of raffle tickets; while the committees thanked Sergi. Deacon for the very able assistance he had given them.

There were a number of prizes given for the best bags made and the judges had by no means an easy task in deciding to whom the prizes should go. Their awards are as under:—

Prize Winners.
Originality 1, Mlle. M. Liebert; 2, Mrs. Tyson.
Beauty (large) 1, Mrs. Fairall; 2, Mrs. O'Hara.
Beauty (small) 1, Mrs. A. Milroy; 2, Mrs. David Smith.
Usefulness 1, Mrs. Nicholson; 2, Mrs. Dodwell.
Usefulness 1, Mrs. Anstruther; 2, Mrs. Ralph.
Highly Commended:—Miss L. Antonio; No name No. 263; No name No. 62.

The prizes were presented by Lady Rees Davies.

The following were the officials:—

General Committee:—Lady Rees Davies, Mrs. Landale, Mrs. Ede, Mrs. Stabb.
Hon. Secretary:—Mr. Hough—147 Barker Road.
Hon. Treasurer:—Mrs. F. B. J. Bowley—7 Mountain View.
Judges:—Mrs. Pollock, Mrs. Parr, Mrs. Butlin.
Referee:—Mr. R. Sutherland assisted by Mr. N. J. Stabb, Mr. Dodwell, Mr. Cassidy, Mr. Hall.

Auctioneer:—Mr. Bewick, assisted by Mr. Ramsay.
Tea Committee:—Mrs. Chatham, Mrs. Ormiston, Mrs. Lander, Mrs. Kemp, Mrs. Messer, Mrs. Wolfe, Mrs. Phelps, Mrs. Forsyth, Mrs. Pattenden, Mrs. Pinfret.

Helpers (Tea):—Mrs. O'Hara, Mrs. Nisbet, Mrs. Athol Anderson, Mrs. Craddock, Mrs. Blade, Mrs. Basil Taylor, Mrs. T. H. King, Mrs. Kent, Mrs. Hornby, Mrs. Pemberton.

Decoration Committee:—Commander Beckwith, Mr. Pattenden, Miss Wilkinson, ably assisted by Yeoman of the "Tamar"—Mr. Warren.

Stall & Helpers:—Misses May and Miss Wilkinson in charge. Miss Denison, Miss Caldwell, Miss Robertson, Miss Liebert and Mlle. Thomas and Mlle. Leoble, Miss Mind, Miss Craddock, Miss Wakeling and many others.

Sergeants of K. O. Shropshire Light Infantry acted as gatekeepers, taking money.

Sergeants of A.P.D. took money at Entrance of Tea-rooms.

DAIRY FARM, NEWS.

OUR SUMMER DRINKS

COLD FRESH MILK
SOUR SKIM MILK
STERILIZED
Make your own junket, we will furnish you with Rennet Tablets. **FREE OF CHARGE.**

COMMERCIAL ATTACHES

Some Plain Questions.

In the Civil Service estimates, items will be voted covering the salaries and allowances of commercial attaches says the *London and China Express*. Considering the complaints that are so constantly made of the want of support by the British Government to British traders, might it not be wiser for our Government to pay higher salaries so as to attract men with commercial experience? It will be noted that the Commercial Attache for China receives a salary of £1,000 per annum, with an allowance of £187 for rent. The man who ought to occupy that position at Peking could command a salary at least five times as great at home. The Commercial Attache to Japan receives £1,100 altogether as salary, local allowance, and allowance for rent. Seeing the enormous ground which the Commercial Attache to China should cover, compared with that of Japan, the salary appears to us to be ridiculously small. We would ask also what kind of men fill these posts. Are they members of the Diplomatic Service, and have they been trained in the usual manner—without any experience whatever of business and business methods? Are they men who have come straight from Oxford or Cambridge to the Diplomatic Service, and who have been sent to China after passing an examination in the Chinese language? If this has been the method by which these appointments have been filled, is it surprising that so many complaints of want of support by traders are heard? Possibly it is intended that the Consular Service shall do all the commercial work, but if so, why have commercial attaches at all? Why not expend their salaries in the Consular Service? Our readers hardly need reminding that more consuls, and still more consuls, are wanted in China; or that very many times the amount of the commercial attaches' salary could be spent with advantage in posting our manufacturers in the actual requirements of the Chinese. The Germans were so successful in developing business, not only in China, but everywhere, because they expended large sums of money in finding out exactly what the people in each country required. Germans were to be found everywhere before the war, speaking each language fluently, diving into the lives of the people, ascertaining their exact requirements. German manufacturers were kept well posted in every movement in China; they were fully advised as to the prejudices of every nation, and they studied the requirements of each nation.

There are two possible courses for this country to take with respect to the Philippines, says a United States paper, either of which could be defended on logical grounds.

We might either pull out, bag and baggage, disclaim all further responsibility for the islands or their people and wash our hands of the whole business.

Or, having assumed responsibility, we might continue to govern them with a firm hand, maintaining order, opening up the islands with good roads, improving the harbours and generally performing all the functions of a government of civilized people, while at the same time gradually imparting the blessings of a common language, mollifying the tribal and racial antagonisms and leaving the future political status of the islands to be determined by the people of those islands after the masses shall have become civilized and the people of this country who may be living at that time.

What, as a matter of fact, we are doing is to promise self-government without actually giving it or stating in any definite terms the extent to which they may govern themselves, the time when complete independence shall be granted, and making no allusion whatever to the relations which are to exist between this country and the Philippines as an independent nation.

What is desired by the small educated element which assumes to speak for the Philippines is that we shall permit that element to exploit and oppress the masses as they formerly did, while we stand ready with our Army and Navy to compel submission of the masses to their masters and prevent any other motion from interfering with the performance.

And we are coming pretty near to doing that.

The result is the stopping of the inflow of capital, which is the Philippines' greatest need, increasing unemployment and a disposition to revert to tribal feuds. Those who could do things are getting out of the Philippines. It seems to be the theory at Washington that for Americans to invest money in the Philippines is a crime. Our mushy Government is conspiring with the native exploiters of the Filipino masses to put them in power. And that policy cannot be defended on a basis of either logic or humanity.

AMERICA'S PHILIPPINE POLICY.

Said to be Producing Unrest.

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The following are the firms who contributed to the success of the sale:—Dairy Farm—Milk, Hongkong Hotel—Sandwiches, ice-cream and general help; King Edward Hotel—fruit salad, Hongkong Club—Sandwiches, Wiseman Ltd.—Donations of sweets and kind general help; Watson—Soda-water-lemonade; Ice Co.—800 lbs. Ice; Coldbeck-McGregor—Lemonade and ice; China Sugar Refinery—Sugar.

WANTED.
WANTED.—An European Engineer for H.M. Tug "Chorub." Rate of Pay—\$7.00 per day for seven days per week. Apply to Chief Engineer, H.M. Dockyard.



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in a large variety of Designs and Colourings including Black and White.

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GENTLEMEN'S HIGH-CLASS HOSIERS.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

AS DIAMOND MERCHANTS we are LEADING in the East.

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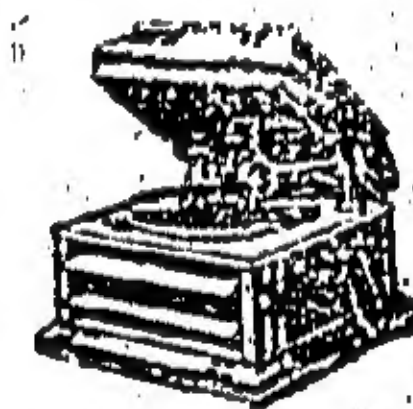


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THE FINEST LIQUEURS ON THE MARKET.

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Head Office for the Far East:—18, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET. MANILA: Manila Hotel.

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ORIENTAL LINE

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SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	10th July	14th July
CHANGSHA	21st Aug.	25th Aug.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

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EASTWARD.

The S.S. "Sangola," tons 5,182, Capt. Milne, R.N.R. will be despatched for Shanghai, Kobe & Moji on the 23rd July.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, July 7, 1915.

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JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 10th JULY.

10.00 p.m. Honam. | 5.00 p.m. Kinshan.

SUNDAY, 11th JULY.

10.00 p.m. Fatshan. | 5.00 p.m. Honam.

Single Fare by Night Steamer	\$ 6.00
Return Fare by Night (available also for Return by day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, Tons 1651. | s.s. Taishan, Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th JULY.

The Company's Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Kamo Maru Capt. Shimizu Kashima Maru Capt. Yagi	T. 16,000 (THUR., 15th July at noon. T. 20,000 (THURS., 29th July, at noon.

VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	Sado Maru Capt. Asakawa	T. 12,500 (TUES., 27th July, at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda Hitachi Maru Capt. Tomimaga	T. 9,600 (FRI., 16th July at 4 p.m. T. 12,500 (TUES., 17th Aug. at 11 a.m.
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CALCUTTA via Singapore, Penang & Rangoon	Hakata Maru Capt. Kawashima	T. 12,500 (SATURDAY, 10th July.
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BOMBAY via Singapore, Malacca and Colombo	Jinsen Maru Capt. Terada	T. 8,000 (THURSDAY, 22nd July.
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KOBE & Yokohama	Kawachi Maru Capt. Kurozumi	T. 12,500 (MONDAY, 19th July.
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SHANGHAI, Moji and Kobe	Kamakura Maru Capt.	T. 12,500 (THURSDAY, 22nd July.
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NAGASAKI, Kobe & Yokohama	Hitachi Maru Capt. Tomimaga	T. 13,500 (FRIDAY, 16th July at 10 a.m.
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SHANGHAI, Kobe & Yokohama	Suwa Maru Capt. Murai	T. 21,000 (TUES., 13th July at 10 a.m.
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Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kamo Maru	16,000 tons	Thursday 15th July
Kashima "	20,000 "	" 29th July
Mishima "	16,000 "	" 12th Aug.
Suwa "	21,000 "	" 26th August

FOR AMERICA.

Sado Maru	12,500 tons	Tuesday 27th July
Awa "	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

ILOILO	Yochow	10th July at 2 p.m.
SHANGHAI	Luchow	11th July at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	13th July at 4 p.m.
SHANGHAI	Sinkiang	13th July at 4 p.m.
SHANGHAI	Yingchow	15th July at 4 p.m.
MANILA, CEBU & ILOILO	Taming	20th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Shanghai" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36.

Hongkong 10th July, 1915.

BUTTERFIELD & SWIRE.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	.....	in port	JAVA	10th July
Tjikembang	.....	in port	SHAI	12th July
Tjilambong	.....	in port	JAVA	15th July
Tjibodas	JAVA	15th July	JAPAN	22nd July
Tjimanpek	JAVA	18th July	.....	.....

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leaves Hongkong
Nippon Maru	22,000 - 18 knots	Tuesday, 13th July, at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	" 27th July, at noon.
Chiyo Maru	22,000 - 21 knots	" 24th Aug., at noon.
Tenyo Maru	22,000 - 21 knots	" 14th Sept., at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal

Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUITQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	15th July	22nd July at 11 a.m.
Eastern	2nd Aug.	9th Aug.
Aldenhams	23rd Aug.	30th Aug.
St. Albans	23rd Aug.	17th Sept.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haiching	W. C. Passmore	TUES., 13th July at 2.30 p.m.
Halimun	A. H. Stewart	FRI., 16th July at 2.30 p.m.
Halimun	J. W. Evans	TUES., 20th July at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.,

General Managers.

LOG BOOK.

Holland's Increased Shipping.
A correspondent calls the attention of The Times to the great increase in the Dutch sailings between Rotterdam and New York since the outbreak of war. While an enormously increased traffic continues between the United States and Dutch ports there can be no question of German manufacturers being out of from overseas commerce. The correspondent sends a list of Dutch sailings showing that lately 11 steamers left Rotterdam for New York within four days and that 15 steamers were making the voyage from New York to Rotterdam. It is self-evident that such an enormous tonnage is unusual and is equal to the total tonnage of the former sailings (previous to the war) from Hamburg, Bremen, and Rotterdam, that is to say, that the present tonnage from Rotterdam to New York is now equal in quantity to that of the former total tonnage of the above ports. The conclusion is that the steamers are not chartered to sail on ballast and are either full of German goods on the outward voyage or on the homeward, and if such a situation is tolerated the enemy can continue strengthening its position to the detriment of the Allies. A curious incident in connection with this trade is that the German interest in the Holland-America Line, amounting to about one-quarter of the capital, was recently transferred to Dutch subjects.

Hongkong Manila Shipping.

The American Consul-General,

George E. Anderson, writes from

Hongkong:—The steamships of

the Manila Steamship Company,

the Rabi and Zafiro, which have

been in service most of the time

between Hongkong and the

Philippine Islands for the past 14

years, have been sold to English

owners for delivery in Great

Britain and are to be taken

to Europe with a cargo of

rice at once. The sale of these

steamers marks the close of an

effort to operate medium sized

freight and passenger steamships

under the American flag in the

trade between Hongkong and the

Philippines and in the inter-island

trade, which is likely to have

some importance in its bearing

upon future undertakings of this

sort. Commencing with their

construction in 1901 these steamers

were owned and operated by

the China and Manila Steamship

Company under the British flag,

the vessels being of British con-

struction and originally owned by

this British corporation. While at

first more or less successful the

vessels were operated at a loss in

the less freight years of the past

10 years or so. After various

attempts to dispose of them to

advantage the British corporation

owning them reorganised as a

Philippine corporation, with a

view of passing the vessels to

the American flag and oper-

ating them in the inter-island

trade in the Philippines, the

freight rates and business offer-

ing at the time in that trade re-

presenting considerable inducement.

There was also some ex-

pectancy of a mail subsidy from

the Philippine Government for

the vessels. The transfer was

made in 1910, and the ships were

operated in the Hongkong-Manila

and inter-island trade until the

past summer, when they were

taken off that run because of the

constant loss arising from their

operation. Some three months ago

they were chartered to a syndicate

of Chinese shippers for the rice

trade between Saigon and Hong-

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship.	On
MANILA	Yuensang	Sat., 10th July at 3 p.m.
WWEI & Tientsin	Chipshing	Sun., 11th July at d'light
SANDAKAN	Mausang	Tues., 13th July at noon
S'PORE, Pang & C'outa	Lalsang	Tues., 13th July at 3 p.m.
MANILA	Wingsang	Sat., 17th July at 3 p.m.
SHANGHAI	Hangsang	Sun., 18th July at d'light

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kamsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lanad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice

"SHIRE" LINE SERVICE—HOMEWARD.

For Steamer. Date of Departure.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
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JARDINE, MATHESON & CO., LD.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORMMASTERS, BRASS & IRON FOUNDERS, CON-
 STRUCTURAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787 x 89 x 34 6"

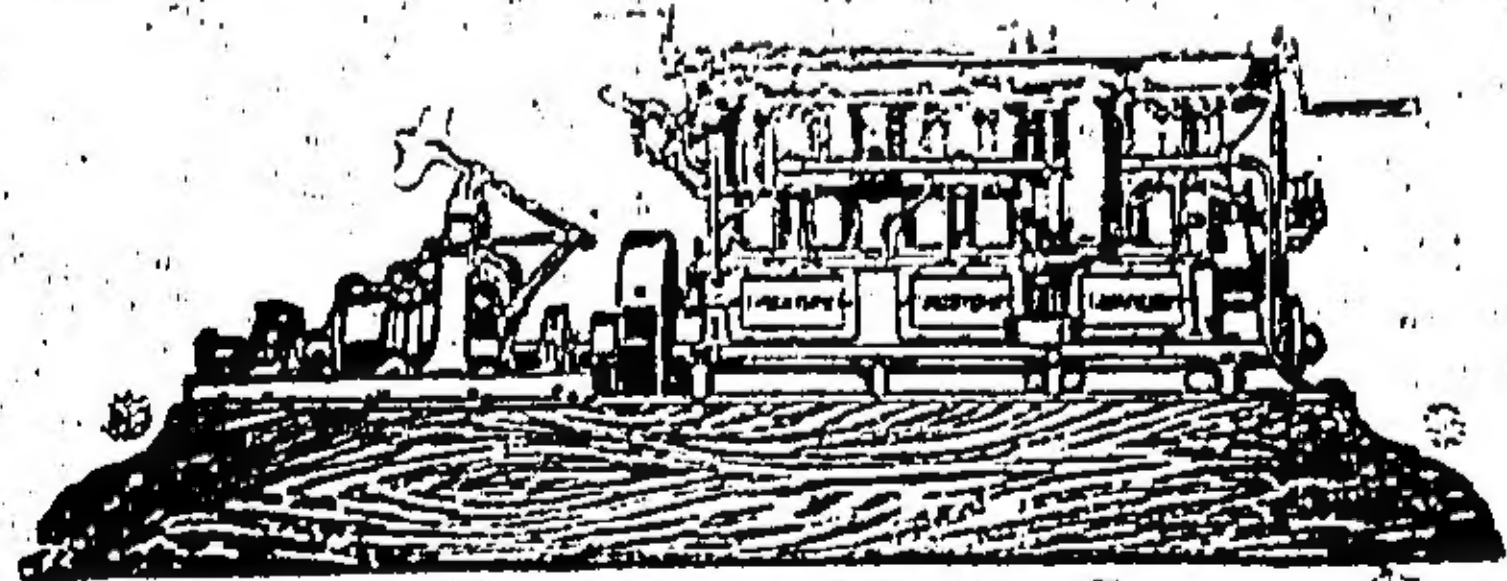
Pumps empty Dock in 2-3/4 hours.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—**JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.
 As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

TELEPHONE No. 27.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Atlantique	M. M.	10, July
M'les, L'don via S'pore etc.	Kamo M.	N. Y. K.	15, July
London via Usual Ports of Call	Sardinia	P. & O.	17, July
Marseilles & London	C. of Rangoon	B. L. L.	25, July
London via Usual Ports of Call	Kashgar	P. & O.	30, July
Marseilles via Ports	Polynesian	M. M.	7, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'cisco via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
New York, Boston via Suez Canal	Egmont C.	D. & Co.	13, July
Via, T'ma via K'lung & S'hai B.C.	Tacoma M.	O. S. K.	15, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
Genoa, London and Hull	Glenturret	S. T. Co.	20, July
Delagoa Bay, D'ban, E. L'don &c.	Gujarat	B. L.	23, July
San F'cisco via S'hai & Japan etc.	Shinyo M.	T. K. K.	27, July
Seattle	Shwsei M.	J. M. Co.	E. of July
San F'cisco via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.
San F'co via Manila & Japan &c.	Siberia	P. M. Co.	17, Aug.

AUSTRALIA.

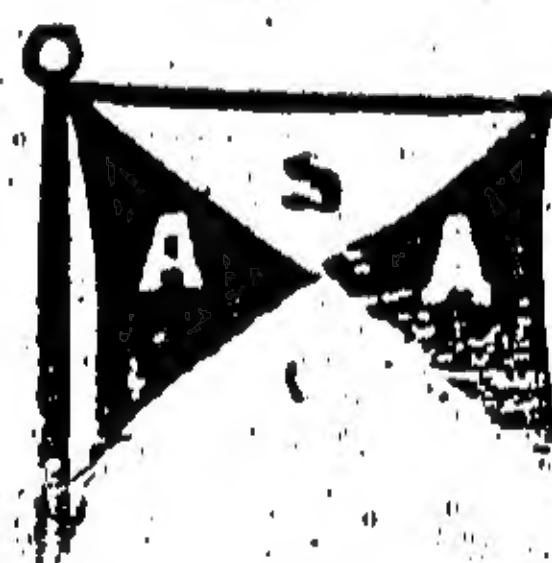
Australian Ports via Manila	Nikko M.	N. Y. K.	16, July
Australian Ports via Manila	Empire	G. L. Co.	17, July

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Kobe and Yokohama	Polynesian	M. M.	12, July
Sandakan	Mausang	J. M. Co.	12, July
Swatow, Amoy & Foochow	Haiching	D. L. Co.	12, July
Shanghai, Kobe & Yokohama	Sawa M.	N. Y. K.	13, July
Shanghai	Tjikembang	J.C.J. L.	15, July
Shanghai	Oriental	P. & O.	15, July
Swatow, Amoy & Foochow	Haiman	D. L. Co.	16, July
Manila	Wingsang	J. M. Co.	17, July
Shanghai, Moji & Kobe	K'kura M.	N. Y. K.	22, July
Shanghai, Kobe & Moji	Sangola	D. S. Co.	23, July
Shanghai	Tjipanas	J.C.J. L.	Q. deep.
Shanghai	Tjitaroom	J.C.J. L.	Q. deep.
Japan	Tjilatjap	J.C.J. L.	Q. deep.
Shanghai	Tjimanook	J.C.J. L.	Q. deep.
Shanghai	Tjibodas	J.C.J. L.	Q. deep.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
 General Agents.

TO SAIL.

FOR SEATTLE.

The Steamship

"SHINSEI MARU"

will be despatched about the end of July.

For freight and particulars, apply to

JARDINE, MATHESON & CO., Ltd.

Agents.

Hongkong, 30th June, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York via Suez.

For Freight, Passage and Further Particulars, apply to:—

JARDINE, MATHESON & CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9.
 Hongkong, 23rd February, 1915.

MOVEMENTS OF STEAMERS.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports; Port Darwin and Manila) on the 23rd inst. and may be expected to arrive here on or about 14th July.

AMERICAN MAIL.

The P. M. s.s. SIBERIA arrived at San Francisco on June 29, also that the s.s. MONGOLIA sailed from Yokohama for Hongkong via Kobe, Nagasaki, and Manila on the 1st inst. and is due here on the 13th inst.

MERCHANT STEAMERS.

The I. C. S. N. s.s. NAMSANG from Calcutta is due at Hongkong on the 20th July.
 The S. L. s.s. RADNORSHIRE from London is due at Hongkong on the 12th July.

The s.s. SANGOLA sailed from Calcutta on the 1st inst. and may be expected here on or about the 18th inst.

The M. S. s.s. ANFAM, is due to arrive here from Scandinavia on the 14th inst. at daylight.

VESSELS IN PORT.

Steamers.

Onsang, Br. s.s. 1,728, Tonnage, 27th June—Freemantle, Gen.—J. M. & Co.
 Iaro Maru, Jap. s.s. 2,324, K. Nuyakaki, 27th June—Moji, 29th June, Coal—A.B.K.

Riojun Maru, Jap. s.s. 3,001, Y. Yamauchi, 28th June—Kobe, 28th June, Coal, D. & Co.

Mausang, Br. s.s. 1,664, G. Hottecock, 29th June—Sandakan, 23rd June, Timber—J. M. & Co.

Lakung, Br. s.s. 977, Matweas, 29th June—Halifax, 27th June, General—J. M. & Co.

Tamsan Maru, Jap. s.s. 1,492, J. Nishikawa, 2nd July—Hongay, 29th June—Coal—M.B.K.

Jade Fr. s.s. 386, J. Pannier, 2nd July—Haiphong, 29th June, Rice—O.S. & Co.

Anhui, Br. s.s. 1,355, G. Eady, 3rd July—Shanghai, 29th June, General—B. & S.

Tjibembang, Dut. s.s. 8,013, N. v. Wight Juniaum, 5th July—Java, 28th June, Sugar—J.C.J.L.

Anna, Norw. s.s. 1,017, A. Amtyen, 8th July—Bangkok, 28th June, Rice—T. & Co.

Tjiliaoang, Dut. s.s. 3,051, A. Oldenburg, 5th July—Manila, 2nd July, Sugar—J.C.J.L.

Kong Moh, Br. s.s. 2,355, Kinghorn, 6th July—Singapore, 30th June, General—Chinese.

Wakamatsu Maru, Jap. s.s. 1,729, Yamamoto, 6th July—Wakamatsu, 30th June, Coal—M.B.K.

Yuensang, Br. s.s. 1,128, P. H. Rolf, 6th July—Manila, 3rd July, Gen.—J. M. & Co.

Haitan, Br. s.s. 1,183, J. W. Evans, 7th June—Swatow, 6th July, Gen.—D. L. & Co.

Sigan, Br. s.s. 1,047, Mills, 6th July—Hohow, 6th July, Gen.—B. & S.

Mexico City, Br. s.s. 3,179, N. A. Starkey, 7th July—Salgon, 3rd June, Rice—Chinese.

Daimenzan Maru, Jap. s.s. 1,132, Tanaka, 7th July—Tungtau, 2nd July, Salt—Snowman.

Shinkoku Maru, Jap. s.s. 3,308, N. Ayabe, 7th July—Sydney, Coal—Motan.

Quarta, Br. s.s. 2,400, G. Hooker, 7th July—Bangkok, Rice—B. & S.

Fooler, Chi. s.s. 359, P. Migoko, 7th inst.—Bangkok, 30th ult, Rice and General—Chinese.

Drufar, Norw. s.s. 1,102, J. Bing, 8th July—Swatow, 7th July, General—C. S.S.N. Co.

Nichirin Maru, 1,404, S. Suzuki, 8th July—Touane, 6th July, General—Chinese.

Daijin Maru, Jap. s.s. 4,002, K. Murakami, 8th July—Swatow, 7th July, General—O.S.K.

Cyclops, Br. s.s. 5,761, D. Arthur, 9th July—Shanghai, 6th July, General—B. & S.

Chihua, Br. s.s. 1,351, Sidford, 9th July—Manila, 6th July, Sugar—B. & S.

Tjilatjap, Dut. s.s. 3,850, P. E. C. v. Schermbut, 9th July—Moji, 4th July, Gen.—J.C.J.L.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73 1/2 Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA, KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London	65
London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114

Reduced rates to all Points in the United States, Canada, and Europe.

Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.
 For full information, regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Prince's Building

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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, JULY 10, 1915.

GERMANY AND OUR TRADE.

WHAT OF THE FUTURE?

WILL AN ECONOMIC WAR FOLLOW?

The following article, written by Sir L. G. Chiozza Money, the celebrated financial specialist, appeared in a recent issue of the *Sunday Chronicle*. We reproduce it because we believe it will prove of particular interest to our many business readers in Hongkong:—

This war is doing for British opinion on many subjects what Napoleon did for the dynasties of Europe. The cherished ideas and convictions of all sorts of people, wise and unwise, are going wholesale into the melting pot.

The professed Socialists of the ante-war period may with truth be said to be the only Conservatives left to us. As to them, it may be said that they have been for so long accustomed to suggesting very small and innocent proposals, with a view to disarming opposition and working from the thin end of the wedge, that now, amid the clash of arms, their proposals of yesterday seem timid beyond belief. Indeed, their timidity remains, for they have forgotten how to be bold.

To-day it is your politician of one of the old parties who startles us every moment with some unheard-of proposal, such as buying up all the public-houses, or commandeering all the factories, or abolishing illegitimacy, or shooting all those who do not agree with him pour encourager les autres.

No man knoweth what is coming out of it all, but since the war exists, I confess that I rejoice at the shaking up of opinion, which is going on. And since so much opinion is going by the board, let those of us who think we know our minds take advantage of the greatest opportunity to shape opinion which has ever befallen the man who believes he has something to say.

Many things will never be the same again after the war, and amongst them, I hope and believe, the conditions of British industry and trade will witness a sea change. No more of industry as the least regarded department of public affairs. No more of a consular service manned chiefly by unpaid foreign subjects. No more of the restriction and hindrance of trade by privately-controlled railway interests. No more of derelict canals. No more, in short, of *laissez faire*.

The war has taught us that we had become content to rely upon the great nation with which we are now at war for some seventy million pounds worth of essential goods, many of which we had entirely neglected to manufacture for ourselves. There is no excuse now for any British citizen not knowing that some of our great industries had become dependent upon foreign productions to such a degree as to be in hard straits when robbed of those supplies by war.

As to that part of the subject, we have to make up our minds before the war comes to an end that at its termination we must be prepared to do many things which we have not hitherto done.

What Will Germany Do? There are those who believe that after the war, Germany, although beaten as a naval and military Power, will carry the contest into the economic field—that she will fight us systematically and endeavour to ruin her industrial competitors. Mr. H. G. Wells has written:—

"Beyond the war that a treaty of peace may end, is another war which was going on before August, and which will be continued indefinitely, the struggle of Germany to dominate, through finance, manufactures and trade. It is as necessary that the Allies should consider this as it is that they should consider every other aspect of this present conflict. It is an integral part of Germany's struggle against the world."

And Mr. Wells has also pointed out that during the actual progress of hostilities Germany has availed herself of every opportunity which has presented itself in France, in Belgium, and in Poland, to crush the industries of those countries. Of Belgium he has written: "There can be no doubt of the systematic smashing up of competing Belgian industries in order that, after the peace, whether Germany is or is not victorious, the German plants may start in at once, relieved of a most dangerous rival."

I notice that some critics think it sufficient to "pooh-pooh" these representations of Mr. Wells. For my part, I think them worth profound consideration.

We must be prepared after the war for German action in the sphere of industry of the same outrageous character which she has carried into military and naval operations.

Some people call it piracy, the kind of warfare which Germany is waging on the British trade routes, but never in the records of piracy, at least of white pirates, were such crimes committed as have now become a commonplace in this war. Those who think Mr. Wells' expressions exaggerated will do well to remember this fact. Those who before the war pictured Germany as a sucking dove must pardon us if we disregard their present pleas for the enemy.

Whether the prospect is pleasant or unpleasant, whether we like it or not, we have certainly to apprehend that German commercial methods, never particularly scrupulous, may go to grave lengths when this war is over. And we must not count too much upon German disorganisation through war.

In spite of her enormous commitments in military matters, Germany is still making a surprising quantity of iron and steel, and even during the war her chemists are busy in the solution of new industrial problems. It need not take a scientific nation long to recover its power of production, even after a disastrous war.

There may well be, therefore, as Mr. Wells suggests, the need to defend certain British industries against special German attack. If that need arises, what will it be our duty to do?

We Have the Cards. Mr. Wells is so much impressed by the considerations which I have stated that he declares himself ready for a protectionist policy of defence. He contemplates British duties to restrict German imports, and the formation of a Zollverein embracing the British Empire and her present Allies, with a view to the shutting out of German trade from their territories and to the mutual encouragement of each other's trade.

For my part, I do not think it would be feasible to establish such a Zollverein. As regards a general system of British protective duties, I have no faith in it, for I believe that it would probably punish the United Kingdom more than it would injure

Germany. The thing was very well put by Mr. Gladstone when he said Protectionist that he was, a man who, having been smitten upon one cheek, smote himself upon the other.

I do not think it necessary to discuss the fiscal question in this connection, however, and I do not purpose here to do so. It is not the time for fighting these old party battles. What I desire to say, in the clearest possible terms, is that, if after the war Germany was found to pursue a trade policy inimical to this country, it would be our duty to meet the onset by prohibitions going far beyond the dubious experiment which is commonly called Protection.

If Germany were to withhold certain goods, for example, dyes, in order to cripple the important British dye-users, or if, on the other hand, she were to cut prices in certain directions with the deliberate attempt of ruining British industries, either in the British Imperial market or in foreign markets, then we should be justified in treating such actions as measures of deliberate economic warfare, and of retaliating, not by trumpery import duties, but by actual prohibitions against German entrance to this or British Imperial markets.

Not only so, but if we found it to be the case, as Mr. Wells also suggests, that Germany was using her commercial progress again to pile up armaments and preparations for our destruction that would also be a good reason for prohibiting her imports and for inducing our Dominions to do the same.

Germany's Best Market. I think I am right in saying that more than one eminent Free Trader has not hesitated to declare that when it comes to deliberate economic warfare, the Government of a Free Trade country is fully justified in cutting trade connections in the manner I have indicated.

If we were driven to such a course, it would be a most effective one. The British market is itself a most valuable one. In 1913, the year before the war, the following manufactured goods were imported into this country from Germany:—

British Imports of Manufactures From Germany in 1913.	
Apparel	£1,300,000
Motor-cars and motor-cycles	1,500,000
Chemicals	4,000,000
Cotton goods	7,400,000
Leather and leather goods	3,200,000
Machinery	2,300,000
Iron and steel	7,500,000
Zinc and manufactures of	1,700,000
Silk goods	2,400,000
Skins and furs (dressed or manufactured)	1,300,000
Toys and games	1,200,000
Woolen goods	2,600,000
Sugar	10,900,000
All other manufactures	20,700,000
Total	£88,000,000

Reluctant as I always am to inflict statistics upon a long-suffering public, it would be a great pity not to take occasion to point to these remarkable facts. The British market had so greatly grown in value to German exporters that in a single year we bought nearly £70,000,000 worth of German manufactured goods, to say nothing of £7,800,000 worth of other goods, a total of £77,800,000, whereas we sold to Germany goods, chiefly yarn, worth £27,000,000.

These values, be it remembered, are values of the goods at the British ports and not as enhanced by subsequent freightage and dealings.

Be Prepared for Anything. Just because we were Germany's best market we have it in our power to make prohibition the more effective, and it will certainly be well for the German Government to consider the pocket of

its traders before proceeding to those steps which Mr. Wells fears as a consequence of the war.

But that is not all. There are also the enormous markets of the British Empire, from India to Egypt and from Newfoundland to South Africa.

Germany has found in the British Colonies and Dependencies an ever-growing profit. So far as India and the Crown Colonies are concerned, Germany has enjoyed absolute Free Trade. In the self-governing Colonies, it is true, she has had to encounter of late years the British Preference, but in spite of that she has made great headway, conspicuously in Australia.

The British Empire, then, can also make it hot for the German trader if German trading interests are organised against us when the war is over.

And then there are the markets of our Allies—of France, and Belgium and Russia, and perhaps of others. In these, too, it may go ill with German trade if Germany is not content at the end of the war to bring all hostilities to an end. If any attempt is made to continue the economic overlordship of Belgium, ready means can be found to protest her.

Let us hope that no such steps will be necessary, but while hoping let us keep dry our economic powder.

It is not good to believe that after the overthrow of Potsdam the German peoples will desire to continue in other fields a hopeless contest, nor does any right-thinking man desire to deny to Germans the right to live and prosper and multiply. Nevertheless we will be prepared for anything that may arise in the new Europe.

FALLACIES ABOUT THE FRENCH.

What the War has Taught us.

An Englishman, writes Mr. Philip Guedalla in the *Sunday Chronicle* is a man who lives on an island in the North Sea governed by Scotsmen; that is, called self-governing. His occupations are simple, but absorbing. In the intervals of earning money he practises (or preaches) the family virtues, reads (for the duration of the war) twenty-five newspapers in the week, and regards his weather, his relations, and his Government with a settled disgust. As the result, possibly, of an indifferent climate, he is a person of somewhat slow perception. With regard to persons of importance he makes it a rule never to notice them until they are dead, and with regard to countries his practice is, thanks to his classical education, much the same.

Thus in the eighteenth century any gentleman could tell you all about the Greek Republics and the Roman Empire but nobody in England, except Edmund Burke and the Earl of Chatham, was aware of the existence of its thirteen North American colonies, until they very pardonably revolted in order to remind the Englishman that they were still where he had put them. He had not noticed in the nineteenth century that he possessed a considerable Empire overseas, until the fact was discovered for him by Lord Beaconsfield and emphasised by Mr. Chamberlain.

And, so recently as August, he made the startling discovery that he lived next-door to Europe. It may be that, as we discovered the British Empire in the last century, so in the twentieth century we shall discover Europe. In this age of science all things are possible.

The Discovery of Europe.

To the Englishman his island is a piece of land entirely surrounded by foreigners. The majority of these people are believed to live in a continent lying off the mouth of the Thames and known as Europe. Certain parts of it, as, for example, the Swiss mountains, the French Riviera, and the Italian picture galleries, are reserved for the holiday of Englishmen; but the remainder is entirely given up to foreigners. These foreigners, it has been observed by Englishmen who have ventured among them, differ in degree but not in kind. They are united in every instance by an obstinate refusal to converse in English. This unreasonable objection compels the Englishman to toy lightly (or painfully) with the various absurd languages which they use among themselves.

Before the war the Englishman recognised several distinct species of foreigners. There were the Germans, a peaceful people devoted to music, philosophy and wood carving, who were reported recently to have directed their energies into the path of commerce; these could be distinguished by an inability to pronounce the letter "w" and the universal wearing of spectacles.

Then there was the dark haired foreigner of the Mediterranean; if he was playing the guitar fighting bulls, or asleep, you knew him for a Spaniard, but if he divided his time between the tenor parts in opera and the precarious art of eating macaroni he was an Italian. Then there was the Russian, whom you could always tell by his knout, his far hat, and the cigar-cases which were apparently attached to the outside of his clothes.

But above all there was the Frenchman, who was the foreigner par excellence.

The Greatest Illusion.

Five centuries of Anglo-French hostility had gone to the making of our imaginary Frenchman, before the Lansdowne Convention of 1904 ended him once and for all. He was a magnificent creature. Because in the eighteenth century beef-eating England fought France for the control of India and North America, and noticed that its enemy was a trifling unorthodox in his *hairs d'ours*, we were all brought up to believe that Frenchmen lived exclusively upon frogs. And because at the end of that century France crusaded against Europe in the high name of the French Revolution, every Englishman was given to understand that every Frenchman was a gentleman-jackanapes with a farcical falsetto.

The generation of the late Prince Albert regarded the generation of Napoleon III. as a shocking blend of Popery and the gay life, and because the sporting England of Queen Victoria could never understand the unathletic France of President Thiers, we have all in our time conjured up delightful visions of little Frenchmen in flat-brimmed silk hats going fox-shooting with packs of poodles. No picture of life in Calais was too ludicrous to be believed in Dover; that is one of the advantages of being an Island Race.

Mutual Mistakes.

It is almost impossible to analyse the causes of such national mistakes; when a whole race goes wrong it is not simple to find the first blunder. After all, nobody ever did understand his neighbours; one misinterprets the proceedings of the man next door simply because he is the man next door.

England was at fault in its reading of France because from 1360 until 1904 it regarded France with the eyes of an enemy. This hostility was interrupted by an interval in the reign of Elizabeth, a second interval in the reign of Charles II., and a third interval under the government of Walpole. But in the main it is true to say

that England and France had been enemies from the reign of Edward III. to the reign of Edward VII. There were periods when the exigencies of foreign policy dictated an entente, and diplomacy did its best to unite the two countries; but it was a friendship of governments, and the individual Englishman was never the friend of the individual Frenchman. Now you never understand your enemy; possibly that is why he is your enemy.

But it must not be thought that England alone was guilty of this type. France in its time has misread England almost as completely as England has misread France. It is probably untrue that on this island we travel through a darkness of perpetual fog to buy our wives by public auction at Smithfield. But until ten years ago these stimulating facts as to our climate and habits were articles of faith with Frenchmen of intelligence; that is the French error about England. It is equally untrue that France has lived for the past forty years so entirely in the nightmare memory of the *Année Terrible* that French politicians will resent no insult and French soldiers can resist no onset; that is the German error about France.

The Real France.

The British error about France came from two causes: a failure to appreciate the truth about French history and an inability to observe the truth about the France that is living under our eyes. When British opinion is set right about the past of France, it will be in a position to see straight about its present. But until it can get both of these things into a true perspective, it will continue to make itself ridiculous whenever it thinks of a Frenchman.

The first fallacy about the French is that they are frivolous. This illusion takes two forms, each of which is extremely popular in England; a belief that the French are light-headed in their public life and light-minded in their private life.

Now the whole error with regard to French politics is probably derived from a misreading of the French Revolution. That group of events, which is generally believed to have consisted of an impulsive attack upon the Bastille, followed by an orgy of promiscuous decapitation, was in reality a solemn and progressive movement by which the society and government of France were reconstructed from top to bottom.

It resulted from the accident that the reformers began at the top that they were compelled to cut off heads, but the Revolution itself was an effort of the whole population, directed by men of the professional class, against a discredited system of government and aristocratic privilege. The solemnity of the Revolution was consistent with the complete seriousness of the nation which had produced the Huguenots and was yet to produce the Third Republic.

The Solemn Republic.

The Third Republic, by which France has been governed since 1870, is the most serious government in Europe. It is no evidence of light-mindedness that Frenchmen have occasionally demonstrated their sincere preference for the republican form of government by dying for it on barricades. There is nothing flippant about street-fighting, and Tennyson was never farther from intelligence than when he delighted in the subjects of Queen Victoria by a reference to "The red fool-fury of the Seine."

It is true that in the beginning and middle of the last century of Frenchmen showed a certain uncertainty as to the precise form of government which they proposed to retain; but for forty-five years they have retained the Republic. The French Republic has no meretricious attractions; its army

"FIERCE NEUTRALITY."

An Outspoken American Leading Article.

As a model of style, compression, and "fierce neutrality," the *Times* reproduces the full text of the principal leading article which appeared in the *Courier Journal* of Louisville on Sunday Morning, May 16. It runs as follows:—

"The Herr Doctor Dernburg's room is better than his company. If an honest man he was a most mistaken man; if merely an organiser of the German Colony in America, and an agent of the German Spy System, he was the enemy, not the friend, of his countrymen in America. He has greatly hurt the cause of Germany. Let him go and be damn'd to him, and now, as ever, to Hell with the Hohenzollern and the Hapsburg!"

has no dress uniform except the uniform in which it fights; its waiters (and even its head-waiters) wear the same clothes as its politicians (and even its President); and the corps d'élite, which had been the military pride of the Second Empire, were abolished in the first military reorganisation of the Republic.

France, which the good Englishman believes to live perpetually on French farces as it revolves riotously round "Gay Paree," is the most serious country west of Europe; its inventors showed us the way to the motor-car, the aeroplane, and the submarine; and its genius is for the organisation of peace.

A Long Alliance.

But its army is the most modern and the most silent fighting force on the Continent. One found in the little fortress-towns of Eastern France little taste for the old shows of war. In the streets every man was a soldier, because one had to have soldiers; and in the country every hill top was a gun-platform, because one had to have guns.

That is the military temper of modern France; it does not set much store by glory, and it has changed so much since its armies swept light-heartedly out into Europe on the first wave of the Revolution. Because France is civilised and because it is rich, France is a peaceful country, and when a country fights for peace it makes war with a hope that wins battles.

Modern France is neither a drill ground nor a play ground. It is a great economic State alive with the enterprise which has built up the industries of its north and the agriculture of its centre, vained closely with lines of railway and canal, and playing a leading part in the commercial life of Europe.

That is the France which Englishmen discovered with a shock of surprise in the hot weather of 1914. It is a discovery which will affect more than a single war or a single generation, because geography has made the co-operation of England and France in Western Europe as natural and inevitable as the co-operation of Germany and Austria in Central Europe.

The discovery of France is something more than a discovery of an ally against Germany; it is the discovery of a neighbour whom England had not known for six centuries and by whom England will live in an exchange of all that is most valuable in both countries for more than the time of any man now living.

THE HONGKONG TELEGRAPH.

SECOND EXTRA

HONGKONG, SATURDAY, JULY 10, 1915.

FRENCH REPUBLIC.

DAY OF THE '75'

"Soldiers at the Front" Fund.

Under the distinguished patronage of the President of the French Republic and of the Representatives of the Public Powers, of M.M. the President of the Senate, of the Chamber of Deputies, of the President of the Cabinet, of the Ministers of War, Navy and Interior, a "Day of the '75'" is being prepared all over the French Territory. The initiative has been the French "Touring Club" which started the "Soldiers at the Front" fund, the object of which is to send to our fighting men articles making more comfortable their conditions of living: waterproofs, woollen under-clothing, woollen slippers, socks, drawers, handkerchiefs, gloves, towels, tincture of iodine, soap, candles, thread, cord, postcards, playing-cards, tobacco, pipes, cigarettes, paper, chocolate, etc.

The resources which the said fund may derive from that "Day" will enable the organisers to send many more of these articles. To this effect the persons, who will kindly deliver the pretty little badge bearing the image of our marvellous field-gun will accept in exchange any generous gift from the receivers. These badges are the property of the "Fund" which has had them registered, according to the prescriptions of the law. They may be offered to the public only by duly authorised persons, who will wear cards of identification.

Do give, and there will be joy in the Trenches.

Do give, and your gifts will enhance the glory of the hero of this day, the 75 m/m gun.

In August last, at a time when France seemed to be bending under the most formidable rush that ever a people had to bear from an enemy, the 75 m/m gun allowed us to keep up our spirits! It was there, supporting French pluck! It was, in the eyes of the world, a symbol of victory.

This is why the "Day of the 75" will contribute to the glorification of its splendid services. The little badge, which on this day will have shone on our breasts, will be kept by all of us among our precious souvenirs, as an expression of our unanimous confidence, and we will all say to our brave soldiers: "Thank you, Friends! Our hearts are close to yours!"

Seen and approved on January 16th, 1915.

The Minister of Interior.

Signed: L. J. Malvy.

The President of the French Touring Club.

Signed: ABEL BALLIE.

In French Indo-China, the "Day of the 75" has been fixed to the 14th of July, 1915.

Signed: E. ROUME.

(Governor General.)

The 14th of July being the French National Fete, the Consul General for France in Hongkong also thinks that no better date could be chosen for making an appeal to the charitable feelings of all the inhabitants of this British Colony.

Signed: GASTON LIEBERT.

RETURN OF SAMPLES.

The following Return of samples examined under "The Sale of Food and Drugs Ordinance, 1896" for the quarter ended June 30, 1915 is taken from the Government Gazette.

Description.	Number of samples.	Number found genuine.	Number found adulterated.
Tea	2	2	0
Spices	1	1	0
Other	18	18	0

SPECIAL CABLE.

THE SINGAPORE COMPULSORY TRAINING BILL.

THIRD READING HELD OVER PENDING INSTRUCTIONS FROM HOME.

(From Our Own Correspondent.)

Singapore, Received 2.40 p.m.

The Compulsory Training Bill which was on the Agenda for the meeting of the Singapore Legislative Council, yesterday, to be passed through all its stages was read a second time, passed through the committee stage, but on coming before the Council to be read a third time it was held over for instructions from the Secretary of State.

H K POLICEMEN VOLUNTEER.

Conditional Permission Granted.

We understand that recently a number of the members of the Hongkong Police Force applied to H. E. the Governor, through the Hon. Mr. McI. Messer, Captain Superintendent of Police, for permission to proceed to the front, and we are informed that His Excellency has been pleased to grant permission to the following, subject to their passing the medical examination:—Lance Sergeant Spillet; Acting Lance-sergeants Barnett, Wakeford, Lefevre, and Phillips; and Police Constables Bloor, Drury, Kelly, Munro, Wilson, Shaifon, and Sillis.

LOCAL PASSPORT REGULATION.

It is notified that British, Allied or neutral passengers may be called upon to produce either:—

(a) a passport on an official form and bearing an official stamp, (this is essential in the case of passengers to Europe); or

(b) a certificate of nationality signed by a Consul or other proper authority, stating name of ship by which travelling, and date of sailing.

SANITARY BOARD.

Orders of the day for Tuesday's meeting to be held on July 13 at 3.45 p.m. are as under:—

Letter from Government re the appointment of Lieut.-Colonel G. B. Crisp, R.A.M.C., to be a member of the Sanitary Board.

Letter from Government re the erect on of 2 sets of rough closets (with 21 seats in all) at the St. Paul's Institution Inland Lot No. 1018, Caroline Road.

Letter from Government re the erection of 18 water closets at Nos. 1 to 6 Crawford Avenue, Kowloon, Inland Lot No. 574.

Letter from Government re the erection of 3 water closets at 'Jan Mor' No. 10, Peak Road, Inland Lot No. 1485.

Minute by the Medical Officer of Health re the water carriage system.

Application for permission to erect a water closet at No. 49 Conduit Road, Inland Lot No. 2021.

Result of the examinations made under "The Sale of Food and Drugs Ordinance, 1896" for the quarter ended 30th June, 1915.

Lime-washing return for the fortnight ending 29th June, 1915.

Mortality return for Hongkong for the weeks ending 13th, 20th and 27th June, 1915.

Mortality return for Macao for the weeks ending 20th and 27th June, 1915.

Return for the weeks ending 20th June, and 3rd July, 1915.

WAR TELEGRAMS.

KITCHENER'S ENTHUSIASTIC RECEPTION.

(Reuter's Service to The "Telegraph.")

Sunshine favoured Lord Kitchener's visit to the Guildhall, and the scenes in the streets, with the enthusiastic cheering crowds, was remarkable, even for London. A distinguished company filled the historic hall including many cabinet ministers.

Lord Kitchener affirmed with greater emphasis than ever, that they wanted more men and still more men, but the recruiting position was nevertheless immeasurably better than it was ten months ago. He emphasised the fact that the general situation of the war, was as serious now as it was then. He paid a glowing tribute to the brilliancy of the Australians in assisting in carrying the Dardanelles operations to a victorious conclusion and he eulogised the people of South Africa who, "Not content with bringing an arduous campaign to a successful close now offered large forces to engage the enemy in the main theatre of war."

BANK NOTES IN CIRCULATION.

The following show the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended June 30, 1915, as certified by the Managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia & China.	6,317,244	5,000,000
Hongkong and Shanghai Banking Corp., Ltd.	21,100,000	17,500,000
Mercantile Bank of India Limited.	1,323,980	800,000

Total \$28,741,224 23,300,000

* Sterling Securities deposited with the Crown Agents valued at \$1,850,000.

† Securities with the Crown Agents \$28,040.

THE COLONY'S FINANCIAL STATEMENT.

The Government Gazette publishes the following financial statement for the month of April, 1915.

Revenue and Expenditure.

Balance of assets and liabilities on 31st March, 1915 \$3,045,468.87

Revenue from 1st to 30th April, 1915 989,312.38

Expenditure from 1st to 30th April, 1915 1,495,878.03

Balance ... \$2,538,902.22

Assets and Liabilities on the 30th April, 1915.

Liabilities.

Deposits not available ... \$284,129.18

House service account ... 6,395.80

Crown Agents' advances ... 62,140.99

Postal agencies ... 22,456.83

Overdraft, Bank ... 2,230,659.67

Total Liabilities ... 2,614,782.47

Balance ... 2,538,902.22

Total ... \$5,153,683.49

Assets.

Subsidiary coins ... \$540,734.37

Advances ... 130,673.71

Imprest ... 34,226.40

Railway construction ... 4,011,024.71

Unallocated stores ... 425,836.39

Crown Agents' current account ... 1,544.80

Exchange ... 643.31

Total ... \$5,513,683.49

VOLUNTEER ORDERS.

Corps Orders To-day by Lieut. Col. A. Chapman V. D. State:—

Promotions.

Lance Corporal R. S. Vergette, Civil Service Co., to be Corporal, dated 10. 7. 15. Private F. Sutton, Civil Service Co., to be Corporal, dated 10. 7. 15. Private S. J. Clarke, Civil Service Co., to be Lance Corporal, dated 10. 7. 15. Private G. S. Archbutt, Scouts Company, to be Lance Corporal, dated 10. 7. 15.

Joined.

Private P. Tangap joined the Corps on 10th inst., allotted Corps No. 1873 and posted to Signalling Section.

Musketry (Part I)

Recruits of Engineer Company at King's Park Range on Sunday, 18th July, at 9 a.m. Uniform must be worn. Corp. Grimes R. E. will attend.

Parades.

Parades for Monday 12th inst. 5.15 p.m. Right Section M. G. Co.—Musketry instruction on Kennedy Road Range for the following members:—Corpl. Grose, Ptes. Alves, Archie, Benjamin, Cordeiro, D'Azevedo, Greaves, F. Murray, Pereira, A. J. V. Ribeiro, G. Riza, Setna and Tavares. Service Rifles to be carried, Corpl. Grimes R. E. will attend. 5.30 p.m. Remainder of Right Section M. G. Co. Skirmishing and squad drill at Headquarters. Remainder Nil.

Detail.

Gun Club Hall, Kowloon on duty until 17th inst. Civil Service Company. Officer on duty, Captain Churhill. Detention Camp, Kowloon. On duty to-night Scouts Company. Officer on duty, Capt. Stewart. On duty to-morrow night Scouts Company. Officer on duty, Capt. Hutchison. On duty 12th inst. Scouts Company. Officer on duty, Lieut. Murphy. Orderly Officer until 17th inst. Lieut. Rees. Orderly Sergeant until 17th inst. Sgt. Longmire.

Cable Information.

The Great Northern Telegraph Co., Ltd., of Denmark, (Hongkong Station) notifies that in regard to Traffic for America the normal Cable route thereto being interrupted, traffic is accepted for transmission via Shanghai and Japan at the following rates:—San Francisco and Oakland \$3.95, Other Stations in California ... Washington State \$4.15, Chi-nzo, St. Louis, Milwaukee \$4.15, Detroit \$4.20, Colombia, New York State \$4.20, Pennsylvania and Massachusetts \$4.20.

DAY BY DAY.

No Cases.

The Marine Court was again deserted to-day, no cases whatever requiring the attendance of the Magistrate.

Company Struck off Register.

It is notified that the name of the White Cross Steamship Co., Limited, has been struck off the Register.

To Consignees.

Consignees of cargo by the T.K.K. Nippon Maru are warned that storage charges will be assessed on all goods remaining undelivered after next Monday, July 12.

Chamber of Commerce Meeting.

Readers are reminded that the Meeting of the Hongkong Chamber of Commerce takes place in the Chamber of Commerce Room on Monday next at Noon.

Kailan Mining Output.

We are informed that the total output of the Administration's mines for the week ending 20th June amounted to 53534 tons and the Sales during the period, to 51731 tons.

A Warning.

It is hereby notified that at the expiration of three months from the date hereof the Tack On Club, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Decoration for Local Volunteer Officers.

It is notified that the Colonial Auxiliary Forces Officers' Decoration has been granted to Major D. Macdonald and Captain G. E. Lammert, Hongkong Volunteer Corps, in accordance with the provisions of the Royal Warrants of May 18, 1899, and August 3, 1902.

Excursion to Macao To-morrow.

The Hongkong, Canton and Macao Steamboat Company's new steamship Tai Shan, will depart from the Company's Wing Lok Street Wharf at 9.00 a.m. and return from Macao at 3.00 p.m. Reduced Fares 2nd Class and Deck. The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1.00 p.m. from the Company's Wing Lok Street Wharf.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Chan Pek Chun \$50; Mr. Chan Siu Ki:—Sha Fat Tasi \$50; Fung Yau Sam \$50; Wo Fat Shing \$45.50; Compradore Netherlands India Commercial Bank \$10; Kan Tin Hing \$10; Wong Mow Lam \$10; Wong Ping In \$10; Leung Wing Cheung \$10; Tai Ming Tak \$10; Anonymous \$10.

Hongkong Police Reserve.

Yesterday there was a full parade of the members of the Hongkong Police Reserve in uniform. After roll-call at the Central Police Station, the men were marched to the Cricket Ground and put through their drill by the D.S.P. The Hon. the Captain Superintendent of Police was present and took the salute at the march past. On Monday all ranks will be inspected on the Cricket Ground by H. E. Major General Kelly. Members will fall in punctually at 5 p.m. at the Volunteer Headquarters.

Tenders for Police Launch Repairs.

It is notified in the Government Gazette that sealed tenders in duplicate, which should be clearly marked "Tender for Repairs to No. 1 Police Launch," will be received at the Colonial Secretary's Office until Noon of Friday, the 23rd inst. Specifications can be obtained at the Government Marine Surveyor's Office. Repairs to be executed to the satisfaction of the Government Marine Surveyor. The Government does not bind itself to accept the lowest or any tender.

ALLEGED MURDER AT YAUMATI.

Man Badly Stabbed Chases Assaulters.

Yesterday evening at about 8 o'clock while Wong So, of the Yuen Tung Tobacco Company, 488 Shanghai Street, was walking behind the Yaumati Government School he was attacked by two men, strangers to him, each of whom was armed with a knife. They both stabbed him in the abdomen. He chased one of his assailants but owing to his wounds soon collapsed. The chase was, however, continued by Chinese constable No. 240 who, after a struggle, was able to effect an arrest, the other man escaping. One of the knives used was subsequently found. A dying statement was taken from the deceased by Mr. Lindsell at the Yaumati Police Station and later he was admitted to the Government Civil Hospital where he died shortly afterwards. A dismissed foki, who, we understand, was mentioned by the deceased in his statement, has been arrested in addition to the man caught by the Chinese constable.

KOWLOON BURGLARY EPIDEMIC.

Thieves Secure Valuable Haul.

Further burglaries are reported as having taken place in Kowloon during the past two days and the facts seem suggestive of the former epidemic of verandah thefts which occurred in that locality some two or three years ago. The favourite method of gaining access to the houses appears to be by means of climbing the iron water pipe running between each pair of houses and which is used for carrying the rainwater from the roofs.

Mr. Daniels, of 2, Carnarvon Road, has reported to the Police that some time between 10 p.m. on July 8 and 6 a.m. on the 9th, some person entered his house by climbing the water spout and entering the open door of his bedroom. The thief got away with a small nickel watch, a job with a gold medal, and a cigarette case to the total value of \$19. The man then appears to have gone to Mr. Fisher's room next door and stolen a rolled gold watch valued at \$40, and an eighteen carat gold curb Albert with a twenty-two carat gold fob with seal attached to the value of \$200.

Mr. Herron, of Hact Avenue, whose house is only a short distance away, reports that somewhere about the same hours someone entered his house by an open window and stole \$40 in notes and a chain with watch-box and pencil attached valued at \$5.

STRAITS SETTLEMENTS PASSPORT REGULATIONS.

The following regulations which were approved by the Governor of the Straits Settlements in Council on June 1, 1915, with regard to the documents to be produced by persons arriving at Singapore from places outside the Malay Peninsula are published for general information:—

1. British, Allied or neutral passengers may be called upon to produce either (a) a passport on an official form and bearing an official stamp. This is essential in the case of passengers to Europe, or (b) a certificate of nationality signed by a Consul or other proper authority, stating name of passenger, destination, name of ship by which travelling and date of sailing.

2. In the case of passengers of British Indian birth they will be liable to be landed at St. John's Island, by the Ship's Agents, and the ship will not be delayed if this is carried out.

LESSONS OF THE LUSITANIA.

Illusions from which British People must be freed.

Before the outbreak of the war anyone who tried to disillusion the public about the fools' paradise they were living in, politically, was immediately dubbed a sensation-monger, writes Mr. Austin Harrison in the *Sunday Chronicle*.

For some explained and unexplainable reason, the politicians refused to believe Germany capable of harming the proverbial fly, while the learned, the oratorical, the academicians, and the wirepullers all joined in the popular worship of German civilization—themselves grotesquely ignorant of every canon and idea upon which Kultur or the Kaiser-idea was based.

We have had some shocks. The gas was bad enough. Now there is the Lusitania. Already we are asking: What next?

I go back to our attitude before the war, because it still largely our attitude to-day, in spite of many rude awakenings, that attitude of so-called sporting optimism, which means that we think of war as a game of codes and regulations. If before the war we laughed at the idea of German hostility, to ever since the war began we have laughed at the German military action.

We laughed at their submarines. "Fishing them up, old chap," we said (some of us wrote as much), "by the half-dozen, a great haul," etc., and the credulous public believed it. When the German Embassy announced through the American Press that all ships were liable to be torpedoed in the German war zone we thought this latest display of German "bluff" a very good joke indeed.

War a Trial of Violence. We thought so for the same reasons that we thought German policy harmless. Because we don't know the Germans. Because we will look upon war as a network of juridical niceties instead of a trial of violence. Because we have got it into our heads—we conquerors, we islanders, we sportsmen—that no one can hurt British interests, and that no one has the right to break any law, regulation, or paragraph of Protocol to which we have appended our British signature.

We laughed, therefore. Yet, coming from the German Embassy, the German advertisement was obviously official; it plainly served as a warning. The company, the Admiralty, even passengers, all received this warning. By this time we might at least know the Germans are thorough in their deeds of frightfulness. To threaten and not to carry out the threat is foreign to all German thought. And yet the Lusitania sailed without particular attention being given to the Embassy statement. "She is too fast," we said "with our usual jaunty note of heedlessness, and so she went to her destruction.

From the German point of view the sinking of a liner involving the deaths of innocent neutrals—civilians, women, and children—is an act coming entirely within the scope of their military expediency. Over and over again, men who know the Germans have pointed out that in war the Germans claim all means of violence to be justified, because war is the negation of all conditions and laws that prevail in time of peace.

Loss of life to the Germans means nothing at all. Brutality is recognized as inherent in the war purpose. Cruelty is always condoned as method. On the seas the Germans have frequently declared their right to fight Britain in any way that might appear serviceable, and to destroy whenever, wherever, and wherever possible.

"No Half Measures"—Tirpitz's Threat.

Many years ago now I met Admiral Tirpitz at dinner, and the conversation turned—Germans love starting awkward conversation—on the possibility of an Anglo-German naval war. Tirpitz pulled at his long, black beard and took little part in the talk. But when finally his opinion was demanded, and a very pretty girl, the daughter of

a German painter, stroked at him with a bewitching smile and asked him what he would do, the fierce Admiral could not resist her. "To-day," he said "such a fight would be hopeless, but some day the conditions will be more even, and when that day comes the German sailors will know how to fight as Germans have never fought before."

Asked to explain, Tirpitz became reticent at once. "I can only say we will fight," he said, laughing. "There will be no half-measure; that is all I can tell you. We may all go down, but we shall put the British Navy out."

I remember Tirpitz's gestures, and these words well. He meant them. He has since shown us how little he cares for international laws, or treaties, or considerations of humane warfare. When the German Embassy announced it was dangerous for neutrals to travel on liners bound for the zone of war, they meant it; otherwise it would have been what the Germans call a *blamage*, or stigma on their reputation—a thing they feel keenly. Personally, I am only surprised that they have not gone in for holding liners before, and probably the only reason that they did not is that they still counted on the German-American power to terrify President Wilson into compliance with the German wishes.

That is the explanation of the crime. The Germans in America have failed; failed to obtain the upper hand, failed to browbeat the President, failed above all to compel Washington to prohibit the export of munitions of war.

That is the point. Realizing that America was supplying us with all manner of arms and equipment, and that she intended to continue so doing, according to the rights of neutrals as defined at the Hague, the Germans determined to resort to methods of terrorism. It is *en banque* now. They know it. They have grown utterly desperate. "They are fighting now for life preservation; to them the question of American feeling matters nothing at all."

The American Position.

When the news arrived first we went about saying, "This means war with America." As usual, we always count on others coming in to help us. Some men I met seemed to think the Lusitania had clinched the matter, and that the war, owing to American participation, was as good as won.

The Germans, we may be sure, carefully thought out the *coup* and all its attendant risks. The States have no army—they know that. To send over their navy would leave the entire coast lines of the New World defenceless; it is a risk the Americans would most unwillingly face. Growth signifies little. They know the German influence in America is pretty strong; they can count on it—the secret military German League was not called into existence by Prince Henry for nothing. When it comes to arms, what, after all, can the Americans do to Germany under at least a year's preparation in the training and making of an army?

All this the Germans know perfectly well. They don't care a halfpenny what people think, what adjectives men use to heap imprecations on their heads, or how much the laws are invoked in the name of precedent. But they do care very much for the American export of arms to this country and they know that the more hazardous they can make these exports the higher the prices we shall have to pay for them and the greater will be the trading difficulties.

Economic injury plays a big part in war, especially in modern war. The Germans would love to learn, for example, that the loss of the Lusitania had influenced the passenger traffic to and from America—had frightened them. That is the German game. Their object now is to try to damage as much of our shipping as possible; even the humble trawler is in German eyes a gain. To anyone who thinks clearly it is obvious that if ever the Germans succeeded in really carrying out a strong and continuing submarine warfare we in this country would have to stop laughing at these "water Doobshunds" and find a way to destroy them.

Time We Stopped Laughing.

It is really time we stopped laughing at our ruthless enemy, whose whole mind and national equipment are conspiring to down us. We scoffed at Lord Roberts. We scoffed at that admirable sailor Sir Percy Scott, who warned us just before the war of the grave potential danger of the submarine.

Our "experts" have continued scoffing at the submarine ever since, even going so far as to say that they are to-day negligible. Perhaps these experts will change their opinions a little now. Of one thing we may be quite sure, and that is that no injury is inflicted on the Germans by an attitude of complacent indifference.

No, the Americans are not likely to "come in." The question is not "Why not?" but "How can they?" Like us, America deemed herself safe from national injury. Like us, she keeps no army capable of meeting the legions of the contemptuous armies of the Continent. Her position is a difficult one. The Germans will say, "We warned you, and we claim the right to sink any British ship we can"; and there the matter stands, to the dismay of lawyers, sentimentalists, and professional busybodies who in times of peace inflict their theories on the patient and sequeious peoples.

Though I am not an expert, I believe the German submarine is a real one, and I hold we should look ahead and take some wise precautions in connection with it. I refer to Governmental control of prices of foodstuffs and the prevention of inflated prices, which are rising all the time. It is part of the German plan to send supplies here by submarine attacks. Now that the fiction of friendship with America has broken down, we may expect a more rigorous German offensive upon the Atlantic traffic, and we must expect to hear of determined attacks upon all British bottoms which cross the ocean.

The Only Way to Fight the Huns. Bombardments won't help here. The brutal Huns know and respect but one thing in war—violence. They will, no doubt, be careful to avoid sinking American ships, but they will certainly have a go at other liners, and they will certainly now carry on the war with a brutality and ruthlessness unrecorded in history.

Our jolly-boy writers who tell us that fishing submarines are doing Britain a poor service. We are not fishing up submarines by the half dozen. All that is rumour and newspaper talk. Our gushing experts who give people to understand that Germany is fighting her last men, and is rapidly falling into galloping consumption, are not helping us to beat the Germans, because ignorant optimism helps no one, and in a country where we depend on the voluntary effort some perspective of truth must be observed, if only to obtain the men.

We have not enough men. We shall want quite a million more, if not two million. If we are to get them by advertisement, then we must explain to them why they are needed. We are not explaining it to them. If they follow the "experts," they surely must think all this advertising a pretty queer contradiction. It is.

Recent events teach us a salutary lesson, which is that the German madness is not broken either on land or on the seas. The Lusitania shows us clearly what is the prospective sea aim of German policy, and, if we are wise, we will stop treating it as a joke and look ahead.

Mr. Lloyd George said last Friday, at the Press banquet that the German danger was not yet sufficiently realised. When the Cancellor speaks so warningly we may be certain he means it. I think he is most right. Nor would I advise anyone to count too much on the military help we may yet receive from present-day neutrals as a necessarily decisive factor.

Even if Italy comes in, the German submarines will still haunt the seas. And they are our particular affair. To go on laughing at them while neglecting to take wise precautions would be an act of military and political stupidity. The sooner we realise that we alone can end and win this war the surer we shall be on the way to do it.

MR. ROBERT LANSING.

America's New Secretary of State.

In an address delivered before his fellow alumni of Amherst College on February 24th, the Honorable Robert Lansing, Counsellor for the Department of State since April 1st, 1914, informed his hearers that the United States was at the present moment passing through, not merely troubled waters, but a very great crisis. To quote his exact words:—"These are critical days for our country; how critical only those who are in intimate touch with affairs can fully realize. It is a time for serious thought, a time for anxiety. The greatest war of all history is being waged with a disregard for human life and a ferocity unparalleled in the annals of war. Nations seem to have returned to primitive barbarism. Rights of individuals and of nations are swept aside in this gigantic struggle which is devastating all Europe. Neutrals as well as belligerents are bearing the burden. The commercial and industrial life of the whole is affected."

Mr. Lansing on Some of The Problems of the War.

In another portion of the same address Mr. Lansing referred to some of the questions which have arisen. Thus:—

"This great conflict has introduced the submarine, the aeroplane, the wireless telegraph, and new forms of explosives. It has made mechanical motive power an absolute necessity in military operations. The old strategy of surprise has given place to mobility. The petroleum products, essential to rapid motion in the air, on land, and beneath the sea, are as necessary to a modern Army and Navy as arms and ammunition. New devices for communication and transportation are used now for the first time in war, and new modes of attack are employed. The result is that neutral nations have had to meet a series of problem which have never been solved. The liability of error, the danger of unintentional partiality, and the constant complaint of one or another of the belligerents make the path of neutrality rough and uncertain."

In a final quotation Mr. Lansing states his method of solving the problems arising out of the war and which it is his duty to decide:—"We have to abandon that time-honoured refuge of jurists and diplomats, and lay hold of the bed-rock of principle. Diplomacy to-day is wrestling with novel problems, to which it must apply natural justice and practical common sense."

Qualifications. If Mr. Lansing's relation to these questions is as stated, and it is—it is a personal satisfaction to himself and a source of satisfaction to the Department of State and his official superiors, the President and the Secretary of State, but to the country at large that Mr. Lansing is fitted by training, by years of experience, and by natural temperament to handle the questions which he enumerates and to decide them easily and rapidly, not merely in accord with natural justice and practical common sense, but also in accord with precedents, where they exist and can properly be applied. If precedents seem to exist but are not applicable Mr. Lansing possesses the gift of distinguishing between the good and the bad, the applicable and the inapplicable; where they do not exist, he creates them.

The role of common sense in the process is very large, but Mr. Lansing is careful to require that the variety to be useful to a counsellor must be practical. A captious critic might find fault with the expression *natural justice*, which Mr. Lansing regards as essential to the decision of novel problems. That justice is needed requires no argument. Natural justice, however, is difficult, if not impossible, to define. Mr. Lansing's friends, however, are prone to think that it is the variety of justice natural to him, which statement, however, his modesty would not permit him to make.

Biographical Notes.

Having thus stated the nature of the questions which confront

the Counsellor for the Department of State in the performance of his daily duties, it will be apparent to the casual reader how his training and experience have fitted Mr. Lansing for the performance of his duties. Mr. Lansing was born at Watertown in the State of New York, on October 17th, 1864, the son of an eminent lawyer, descendant of a family identified with the history of New York. His father, the most distinguished member of the family was the John Lansing, of Revolutionary fame, who represented New York in 1787 at Philadelphia, and who was later Chancellor of the State of New York. The present Mr. Lansing graduated from Amherst College in 1886, and like his father and his distinguished ancestor, chose the legal profession. In 1886 he began the practice of law with his father at Watertown, and until quite recently he continued in private practice except when retained by own and foreign Governments in important cases. The list of these is very large and imposing, and only the more important can be mentioned.

In 1892 he was appointed associate counsellor for the United States in the Fur Seal Arbitration and attended the sessions of the International Tribunal held in Paris in 1893. In 1894-5 he was counsellor for the Mexican and Chinese Legations at Washington. In 1896 he was appointed by Mr. Richard Olney, the Secretary of State, counsellor for the Government before the Behring Sea Claims Commission, and as such attended the Commission's representative of his Government at its sessions held in Victoria, British Columbia, in 1896, and at Montreal, and Halifax in the latter year.

He was counsellor for private parties before the Canadian Joint High Commission in 1898-9, and counsellor for the Mexican and Chinese Legations at Washington in 1900-1. He was solicitor and counsellor for the Government before the Alaskan Boundary Tribunal in 1903, and attended the sessions of the tribunal at London in his official capacity. He was counsellor for private parties in the Venezuelan asphalt disputes in 1905; counsellor for the United States in the Atlantic Fisheries Arbitration at The Hague in 1908, and as such counsellor attended the sessions of The Hague Tribunal which decided this longstanding and important dispute in 1910.

He was technical delegate of the Government in the Fur Seal Conference at Washington in 1911, and special counsellor for the Department of State on various pending diplomatic questions and for the negotiation with Great Britain of the claims to be arbitrated under the special agreement of 1910. He was appointed in 1911 counsellor for the United States in the American and British Claims Arbitration, and from 1913 to the date of his appointment as Counsellor, he was agent of the United States before this Commission.

Experience as an Arbitrator.

The questions upon which Mr. Lansing was called upon to deal in arbitration cases were many and varied. They required for their settlement the disciplined mind of the lawyer trained in the common law. They also required a thorough grounding in international law. This is evident without argument or further statement, when it is borne in mind that among these cases Mr. Lansing was engaging in the Fur Seal Arbitration in 1892, the Alaskan Boundary Case decided in 1908, and the Atlantic Fisheries Arbitration at The Hague, decided in 1910.

These three cases are the most important international disputes to which the United States has been a party since the famous *Alabama* case, decided in 1882. As a matter of fact, Mr. Lansing has represented the United States in more international arbitrations than any living American, and only a year ago a distinguished French authority, Mr. Henri Fromageot, stated, on learning of Mr. Lansing's appointment as Counsellor for the Department of State, that he had had a longer and broader experience in international arbitration and had appeared more frequently before international tribunals than any living lawyer.

Mr. Lansing has no, however, contented himself with the principles of international law involved in the various cases in

which he has been retained as counsellor. His interest in the theory of international law is as keen and searching as in its practices, and his knowledge of the one is as profound as his knowledge of the other. He recognized the service which foreign journals of international law render to the law of nations, and he appreciated as keenly as any one, more keenly than most, the lack of a journal of international law published in the English language. He was, therefore, one of the founders of the American Society of International Law in 1906, and has been since its foundation a member of its executive committee. The American Journal of International Law was established a year later as the organ of the society. From its beginning Mr. Lansing has been an editor, and he has from time to time, as his professional engagements permitted, contributed to it articles, editorial comments, and book reviews.

But Mr. Lansing's interest has not been confined to the ordinary problems of municipal law, which confront the lawyer, nor to the questions of international law, which arise between nations. He has taken a deep and enlightened interest in the constitutional law of the United States and is the author of a text-book on civil government entitled "Government, Its Origin, Growth, and Form in the United States."

It is true, as Mr. Lansing stated in his recent address before the Amherst Alumni, that he is obliged "to deal with the questions of international law and usage, which are arising every day in our relations with other countries." This does not mean, however, that Mr. Lansing's decision is final. The Secretary of State assumes the responsibility for the actions of the Department of State, and in conjunction with the President determines the policy of the Government in international matters. It is, however, of the greatest importance to the Secretary of State that the Counsellor, who is the second official of the Department, and who in the absence of Mr. Bryan is Acting Secretary, should be not only well informed on the questions that arise, but broad-minded and sober of judgment in matters of policy.

The Qualities of a Counsellor.

The experience which Mr. Lansing has had is a guarantee of broad-mindedness, and it is safe to assume that he would not have filled with distinction the many posts and positions he has held, if his judgment were not sound and to be relied upon. But more exacting qualities are required in a Counsellor. He should be a diplomat as well as an expert in international law. Mr. Lansing has associated with diplomats both at home and abroad, and he has the advantages of looking the part as well. He is a man of attractive personality, engaging manner, easy of speech, and careful, though not fastidious, in the choice of language.

His command of idiom, forcible, and withal literary English enhances the services which he renders to the Department and to the country, for it is well-known that, under the direction of the President and of the Secretary of State, Mr. Lansing is entrusted with the drafting of the important documents which have been prepared since the outbreak of the war and which are likely to become State papers. It was stated in the press that the Note to Great Britain, dated February 10th about the misuse of the American flag by British merchant vessels, and the Note to Germany, protesting earnestly but courteously against the menace to neutral commerce to be expected from the war-zone proclaimed by Germany in British waters, were drafted by Mr. Lansing, and they have had the singular good fortune of being approved by the American press and of being courteously received by the foreign countries to which they were addressed.

Any account of Mr. Lansing however brief, would be inadequate and unsatisfactory to his friends if it did not mention certain abilities and characteristics known to and best appreciated by them. To his friends at Henderson Harbor, where he spends his summers, Mr. Lansing is known as a devoted and a successful fisherman. To his friends in Watertown and, in

THE ORIENTAL HOTEL.

An Issue of Debentures and a Time Extension.

In the Supreme Court, this morning, before Sir William Rees Davies (Chief Justice), in the matter of the Oriental Hotel Limited, Kobe, and in the matter of the Companies' Ordinance 1911, section 98.

Mr. Alabaster, instructed by Mr. Stevenson of Messrs. Deacon, Looker, Deacon and Harston, supported a motion for an extension of time in connection with the registration of debentures issued in 1912. In 1908 3,500 debentures were issued secured by a trust deed and these were not required to be registered under the old Ordinance, and in 1912 a further series of debentures (1,500) was issued and this series had to be registered under the new Ordinance. He applied for time to register the new series together with the old series and the trust deed.

His Lordship made an order that the time for the registration of both series and trust deed be extended for fourteen days from this date, this order to be without prejudice to the rights of parties acquired prior to the time when the debentures shall be actually registered.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—6th Sunday after Trinity 11th July, 1915. Holy Communion (8.5 a.m.) Introit: Psalm CXXII. Hymns: 180, 313, 320, 324 (Adrian), 551. Service: Merbecke. Matins (11 a.m.). Responses: Ferial. Venite: Elvey. Psalms: Turle, Macfarren, Turle. Te Deum: Woodward, Smart, Turle. Benedictus: Garrett. Hymns: 17, 266. Evensong (5.45 p.m.). Responses: Ferial. Psalms: Barnby, Aylward, Goodenough. Magnificat: Barnby (18th morning). Nunc Dimittis: Felton (18th morning). Hymns: 191, 373, (T 407), 370. N.B.—Psalm 59, verses 1, 2, 7, 8, 12, 17 in unison. Psalm 60, verses 6, 11 in unison. Psalm 61, verses 3, 8 in unison. * Special Paper.

St. Peter's Church, West Point.—8 a.m. Holy Communion: 11 a.m. Morning Prayer and sermon. Preacher: Rev. W. T. Featherstone.

St. Andrew's Church, Kowloon.—6th Sunday after Trinity, 11th July 1915. Morning Prayer. Responses: Ferial. Venite: 11th Morning. Psalms As Set. Te Deum: Blissitt. Benedictus: Langdon. Hymns: 13-Tune 6 a & m-332-360. National Anthem. Evening Prayer. Hymns: 39-Tune 163 a & m. Responses: Ferial. Psalms: Purcell. Aylward-Turle. Magnificat: Barnby in D 18th Morning. Nunc Dimittis: Wickes 10th Evening. Hymns: 274-136-159-Tune 255 a & m Vesper Hymn National Anthem.

Union Church, Kennedy Road.—Morning 11. Hymns 14, 526, 21, Psalm 148. Evening 6. Hymns. 381, 215, 271, 392. Preacher, Rev. J. Kirk Macdonald. The Gospel Hall.—38 Queen's Road. (3 Doors from bottom of D'Agular Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m. Exposition of Scripture, Saturday at 8 p.m. Prayer Meeting.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m. Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldier's and Sailor's Home Arsenal Street.—Sunday Evening; Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glen-ealy.—Low Masses at 6.7 and 9 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

As a last degree, to his friends in Washington, he is known as one interested in golf. To a smaller circle he is known as one possessing a fine and exquisite gift of verse, although he has hitherto refused to share this with the public. And to this same small circle he is known to be not merely a draftsman of great ability, but equally skilful with the brush. Above and beyond all, Mr. Lansing is a high-minded Christian gentleman.

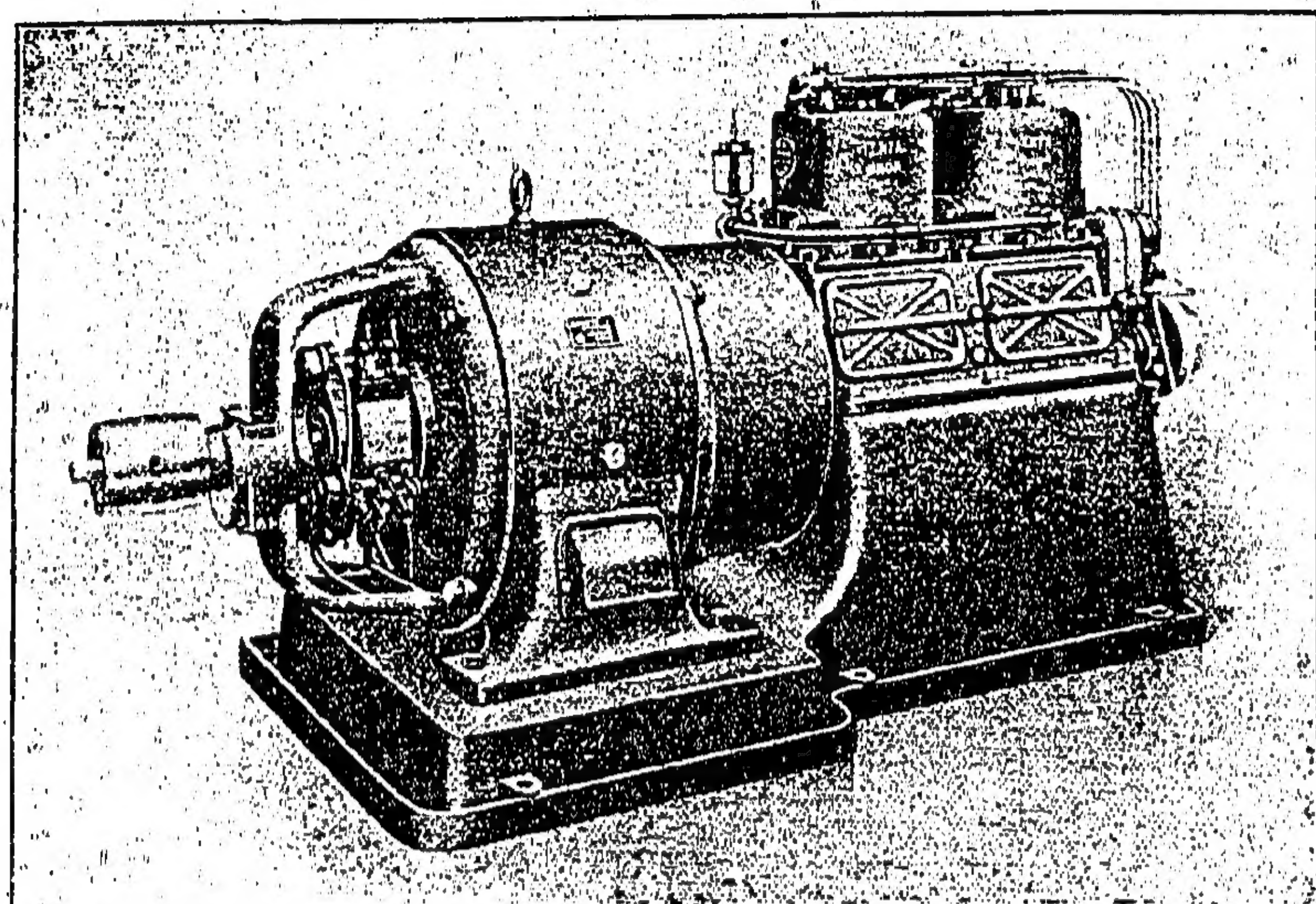
OFFICIAL MARKET PRICES

菓子 Note.—In consideration of the loss sustained by
 subsidiary coinage, payment for all articles of food
 in value (excepting the articles enumerated in Clau-
 sion No. 18 of the 30th October, 1914, and in the
 shall if made in subsidiary coin be subject to an
 of 15 per cent.

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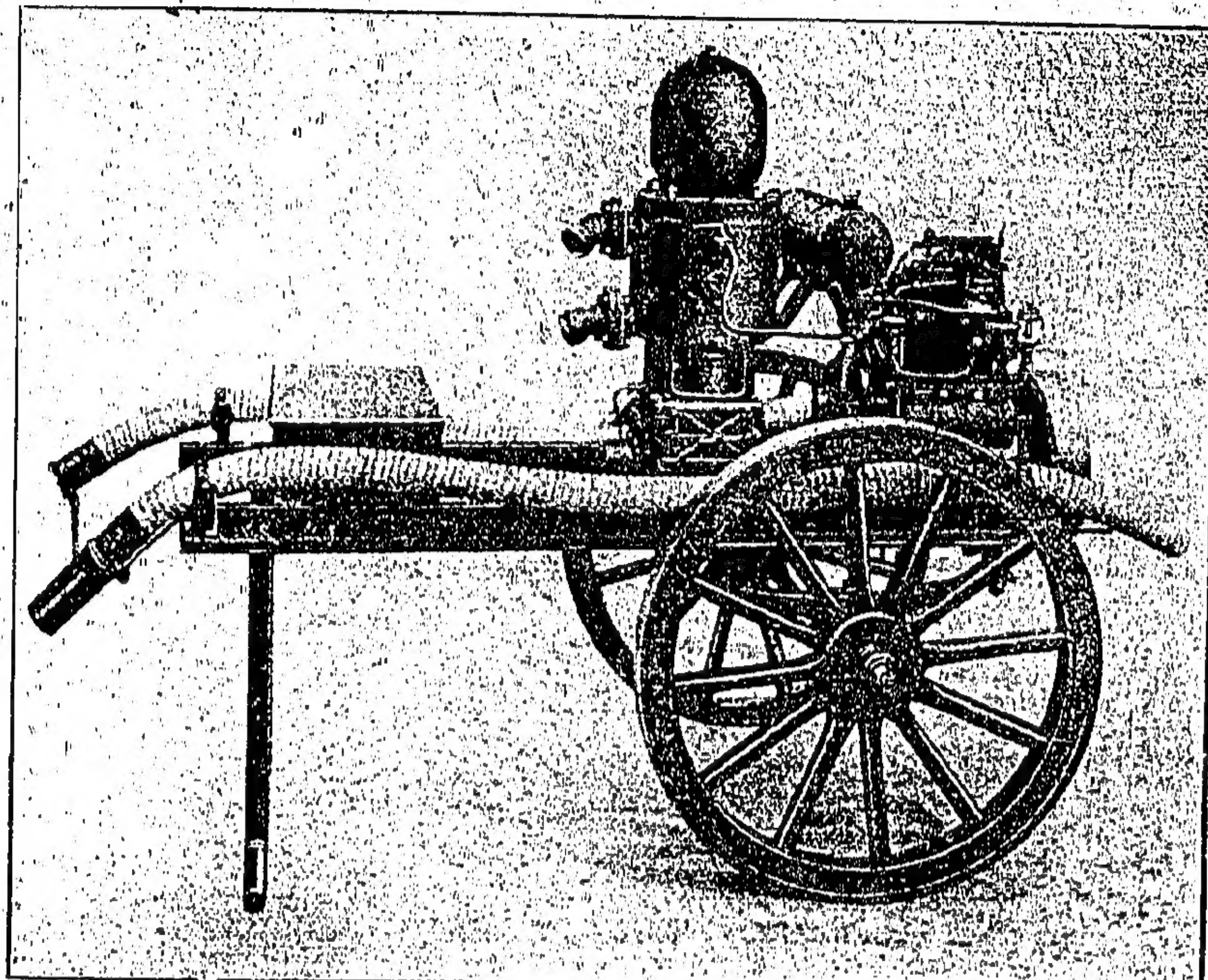
THE PENTA MOTOR

FOR PUMPS, FIRE ENGINES, DYNAMOS, AND ALL STATIONARY AS WELL AS MARINE PURPOSES.
THE MOST RELIABLE AND ECONOMICAL MOTOR ON THE MARKET.



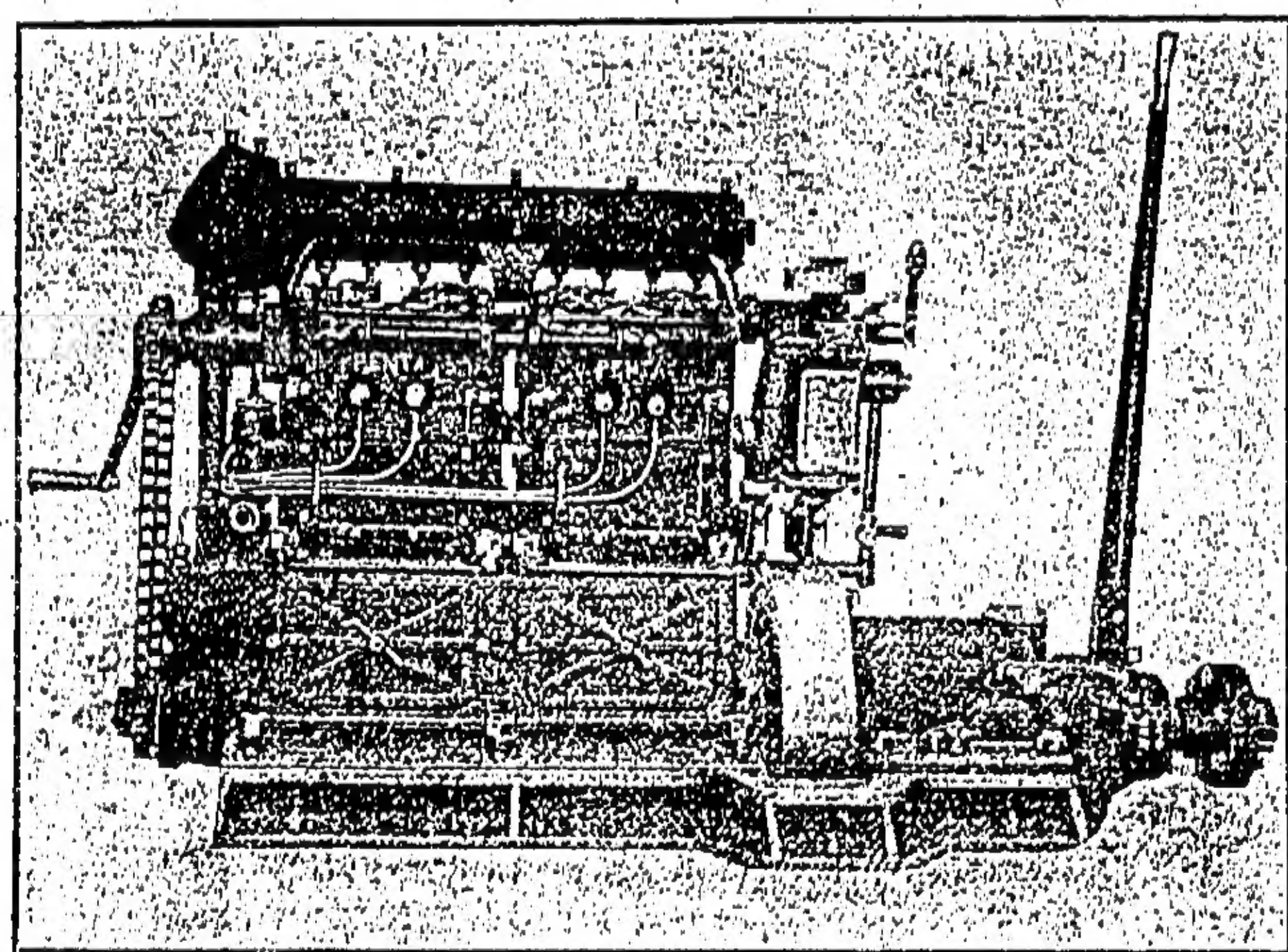
10 H.P. PENTA MOTOR DYNAMO.

BUILT IN
SWEDEN
THE HOME
OF THE
PENTA MOTOR.



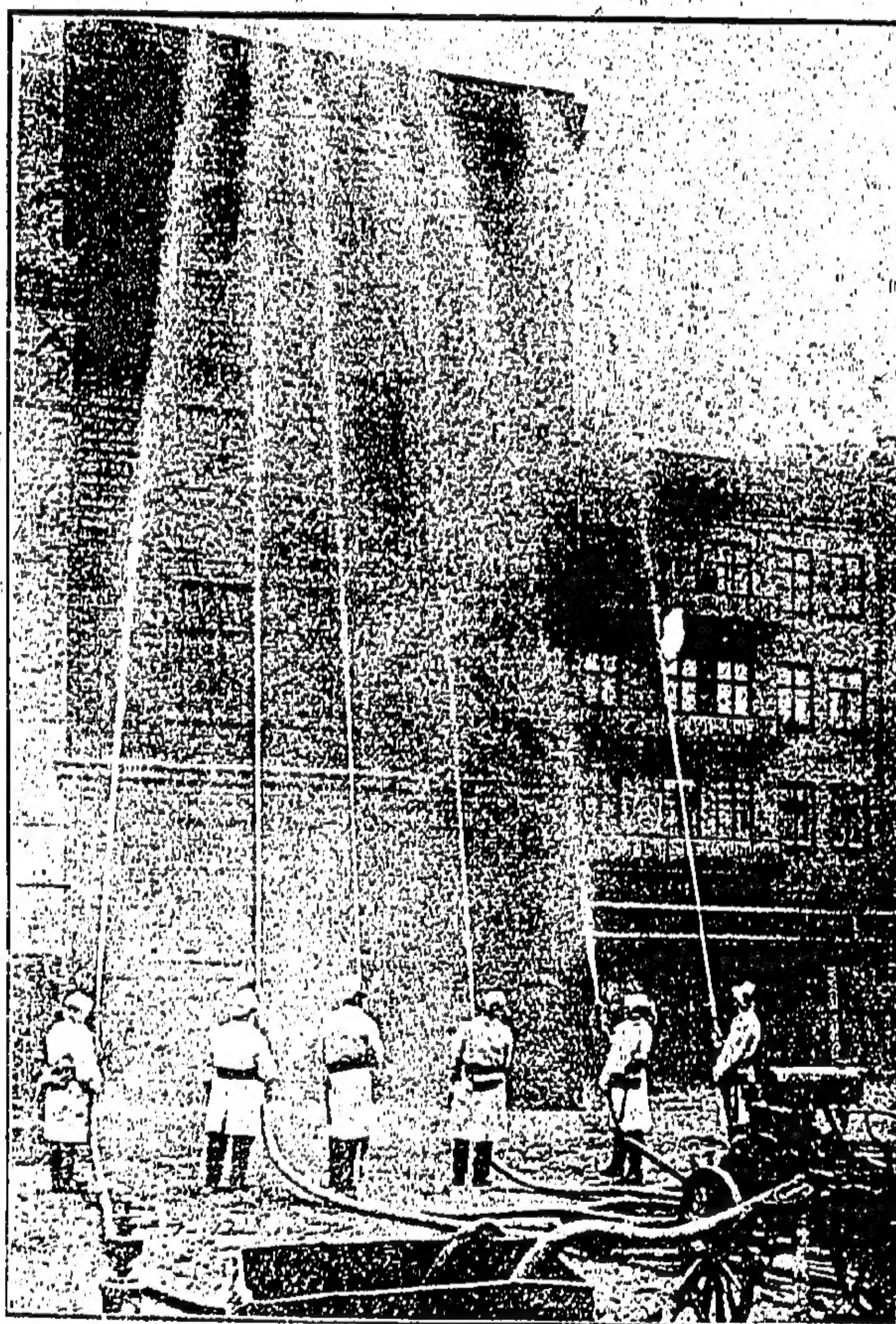
5 H.P.--250 LITRES PER MINUTE
PENTA FIRE ENGINE.

The Penta Engines direct connected to Electric Generators are very inexpensive, simple and easy to handle, especially as lighting sets for mansions, villas, farms, contractors, etc., the engines have automatic governors, are clean, smokeless and odourless, built in sizes from 1 to 72 B. H. P. and for all common tensions.



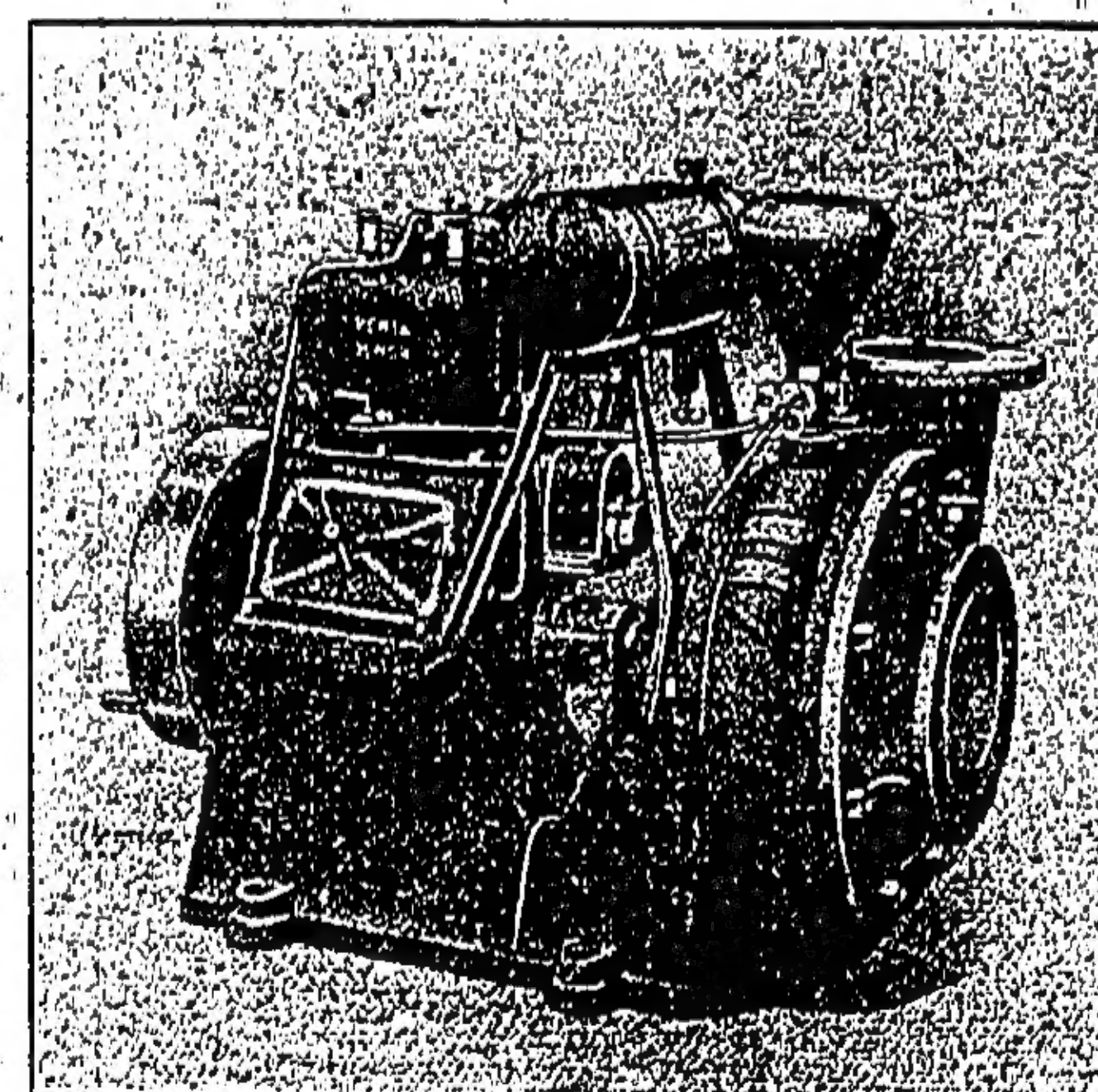
24 B.H.P. PENTA MARINE MOTOR.

Unsurpassed in Construction and Workmanship; Economical Working Accessibility of all Working Parts; and Silent Running. The best Four-cycle Motor on the market for Running on Petroleum.



12 H.P.--500 LITRES PER MINUTE
PENTA FIRE ENGINE.

The Pump is Coupled Direct with the Motor. The valves are made of Special Bronze without Rubber Tightening Washers. All parts are easily Accessible.



8 H.P.--3000 LITRES PER MINUTE
PENTA CENTRIFUGAL SET.

For Driving with Benzine, Benzol, Spirit and Petroleum cheap to run, easy to work, and easy to set in Motion. Magnetically Ignited.

FOR PARTICULARS APPLY TO

A. B. THE SWEDISH TRADING CO. IN CHINA, LTD.
YORK BUILDING (TOP FLOOR).

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS. SA.—SALES. B.—BUYERS. N.—NOMINAL.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$815 b.	120,000	\$125	all	855 July.	700 Oct.	815	790	{£2 3/- & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd.	\$368	10,000	\$250	50	350 Dec.	305 Oct.	370	360	{Final of \$4 a/c 1913. Interim of \$18 a/c 1914.
North China Ins. Co., Ltd.	\$160 b.	10,000	\$15	25	145 May	133 Jan.	170	160	{Interim of 12 1/2 p.c. for 1914
Union Ins. Society of Canton, Ltd.	\$910	12,400	\$250	100	847 1/2 April	700 Oct.	\$910	\$855	{Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	\$240 ex 73	12,000	\$100	60	210 April	192 1/4 Jan.	240	225	{Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$150 b.	20,000	\$80	20	160 July	140 Oct.	150	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	\$395 b.	8,000	\$250	50	395 Feb.	368 April	395	385	\$27 for 1913
Shipping. {40 cts. b. x the re- C. & M. S. S. Co., Ltd. (turn of \$4.50 per s. Douglas Steamship Co., Ltd. \$55 sa.									
Hongkong, C. & M. S. S. Co., Ltd.	\$21	30,000	\$25	all	10 Jan.	5 1/2 Dec.	50 cts.	30 cts.	\$1 for 1906
Indo-China Steam Navigation Co., Ltd.	\$110 1/2 b.	60,000	\$5	all	79 Jan.	50 Sept.	110 1/2	96	{Final of 40 cts. making 90 cts for year ending 31.12.14
Shell Transport & Trading Co., Ltd.	\$84 1/2 m.	3,797,610	\$1	all	106 1/2 Feb.	70 1/2 Sept.	89 1/2 x div.	82 1/2 x div.	{Final of 3 1/2 m'king 6 1/2 on preferred shares & 5 1/2 on deferred shares for year 1913
Star Ferry Company, Ltd.	\$35	40,000	\$10	all	49 Mar.	40 Nov.	37	36	{Final of 5/- (Coupon No. 24) making 7/- for 1914
Refineries.									
China Sugar Refining Co., Ltd.	\$12	20,000	\$100	all	66 1/2 Feb.	70 Nov.	123	111	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$38 1/2	7,000	\$100	all	31 Jan.	17 Dec.	38 1/2	27 1/2	\$3 for 1917
Mining.									
Kailan Mining Administration, Ltd.	\$32 1/2	1,000,000	\$1	all	41 1/2 Feb.	33 1/2 Dec.	33 1/2	32 1/2	{Interim of 1/- account year ending 30.6.15 (Coupon No. 5)
Raub Australian Gold Mining Co., Ltd.	\$3 1/2	200,000	\$1	all	3 1/2 Jan.	1 1/2 Nov.	3 1/2	3 1/2	1/2 for 1909
Tromps Mines Ltd.	\$32 1/2	160,000	\$1	all	39 1/2 Feb.	19 1/2 Nov.	32 1/2	32 1/2	1/- mak. 7 1/2 a/c. 1913
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd.	\$7 1/2	60,000	\$50	all	89 Jan.	73 Nov.	72 1/2	68	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd.	\$7 1/2	60,000	\$50	all	77 Jan.	53 Oct.	75	57	\$3 dividend for year 1914
Shai Dock & Eng. Co., Ltd.	\$51	55,760	\$100	all	60 July	50 Dec.	52	51	Tls. 5 for 1913
Shai & H'kew W. Co., Ltd.	\$81	35,000	\$100	all	109 Jan.	82 1/2 Dec.	85	80	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands, Ltd.	\$194	13,000	\$100	all	128 July	120 Dec.	116	112	Tls. 6 1/4 for year ending 29.2.14
H'kong Hotel Co., Ltd.	\$116	20,000	\$50	50	128 July	120 Dec.	116	112	{£2.50 for half year ending 31.12.14
H'kong Land Investment Co., Ltd.	\$110	50,000	\$100	all	117 1/2 July	98 Nov.	119	108	\$3 1/4 for year ending 31.12.14
H'phreys Estate & F. Co., Ltd.	\$10	150,000	\$10	all	94 Jan.	7 Nov.	7	6 1/2	45 cents for year 1914
K'loon Land & Building Co., Ltd.	\$40	6,000	\$50	20	45 1/2 Jan.	4 Feb.	40	40	\$3 for 1914
Shanghai Lands, Ltd.	\$104	78,000	\$50	all	98 Dec.	89 Oct.	106	101	{Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ltd.	\$72	14,500	\$50	all	73 June	66 Feb.	72	70	\$2.25 for half year ending 31.12.14
H'kong Central Estates, Ltd.	\$100	10,000	\$100	all	100	100	100	100	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$17 1/2	20,000	\$50	all	138 July	85 May	168 1/2	152 1/2	Tls. 12 for year ending 31.10.14
Hongkong Cotton Co., Ltd.	\$7 1/2	125,000	\$10	all	84 Mar.	7 June	7 1/2	7 1/2	50 cents 31.7.08
Kung Yik, Ltd.	\$14	75,000	\$10	all	144 Jan.	11 Mar.	144 1/2	139 1/2	Tls. 1.20 for year ending 30.11.14
Laou Kung Mow, Ltd.	\$7 1/2	8,000	\$100	all	110 Feb.	70 May	89	88	Tls. 12 for 1913
Shanghai Cottons in Shai, Ltd.	\$197	40,000	\$50	all	135 Feb.	70 Nov.	99 1/2	97 1/2	{Div. Tls. 6, Bonus Tls. 4, Extra Bonus Tls. 1, year end 30.6.14
Miscellaneous.									
China Borneo Company, Ltd.	\$10	10,000	\$5	all	12 May	10 Dec.	10	10	85 cents for 1914
China Light & Power Co., Ltd.	\$4 1/2	10,000	\$5	all	4 1/2 July	4 April	4 1/2	4 1/2	6% for year ending 23.2.06
Do. (Spec. shares)	\$4 1/2	10,000	\$5	all	9 Jan.	7 Nov.	8 1/2	8 1/2	70 cts. for 1914
China Prov. L. & M. Co., Ltd.	\$3	125,000	\$10	all	35 Aug.	34 Aug.	34	34	\$1.50 for year ending 31.7.14
Dairy Farm Company, Ltd.	\$34	40,000	\$5	all	39 June	5 Dec.	6 1/2	6 1/2	50 cts. for 1914
Green Island Cement Co., Ltd.	\$6 1/2	400,000	\$10	all	6 1/2 Jan.	36 Nov.	40 1/2	39	\$2.00 per share for 1914
Hongkong Electric Co., Ltd.	\$41	60,000	\$25	all	217 1/2 July	174 Dec.	184	184	{Final of \$6 making \$8 1/2 for 1914
Hongkong Ice Co., Ltd.	\$184	60,000	\$10	all	25 June	22 Apr.	26 1/2	25	{Final of \$1 making \$2 for 1914
Hongkong Rope Mfg. Co., Ltd.	\$25	60,000	\$10	all	13 1/2 July	7 Feb.	5 x div.	4 80 x div.	\$10 % for 1914
Hongkong Tramway Co., Ltd.	\$5	325,000	\$5	all	64 1/2 Mar.	28 Dec.	42	38	{Interim of T. 1 making T. 2 a/c 1913
Peak Tramway Co., Ltd. (Old) \$9.30 x div. (New) 50 cts. b.	\$1	25,000	\$10	all	10 1/2 Jan.	9 1/2 June	10	10	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Philippines Ld.	\$4	75,000	\$10	all	—	—	4	4	None
H. Price & Co., Ltd.	\$5	12,000	\$10	all	—	—	5	5	\$1.50 for 1910.
Societe des Pulpes et Papierieries du Tonkin	\$20	13,200	\$50	all	—	—	20	20	None
Steam Laundry Co., Ltd.	\$3.15	20,000	\$5	all	5 1/2 June	4 Nov.	3 1/2	3 1/2	35 cts. for year ending 31.5.14
Union Water-boat Co., Ltd.	\$17 1/2	27,723	\$10	all	22 1/2 Feb.	17 Jan.	17 1/2	16 1/2	{£1.00, per share for year ending 31.12.14
Watson and Co., Ltd.	\$6 1/2	90,000	\$10	all	8 1/2 April	6 1/2 Dec.	6 1/2	6	{50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
William Powell, Limited	\$6 1/2	21,000	\$7	all	9 1/2 Jan.	6 1/2 Dec.	6 1/2	6	\$1.50 for 1914
S. C. Morning Post	\$29	6,000	\$25	all	30 June	92 Dec.	29	29	

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, FRIDAY, 1915.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Our market has been an active one during the week under review and a large business has been put through, particularly in Indos, Douglas's, China Sugars, Luzons and Hongkong Docks the values of which have risen very appreciably. The tone of the market at the close is firm with a tendency to still higher values.

Bar Silver is quoted at 22 9/16 per oz. for ready. Exchange on London opened to-day at 1/10 T.T.

Banks.—Hongkong and Shanghai Banks have improved from \$812 1/2 to \$815 buyers. Marine Insurances.—Unions have changed hands at \$895, \$900 and \$910 closing firm at the latter figure. Cantons are in demand at \$368. Yangtzes are quoted from the North at \$240 Ex 73 and North Chinas at Tls. 160.

Fire Insurances.—China Fires are wanted at \$160 after sales at the rate and Hongkong Fires at \$395. Shipping.—Douglas's are firm with buyers at \$55 and Indo-Chinas at \$110 1/2. A large business has been transacted in these two stocks both for cash and forward delivery and the market closes strong. China and Manilas have buyers at 40 cents. Hongkong Canton and Macao Steamboats have sellers at \$21 and buyers at \$10. Shell Transports are quoted from London at 84/- middle-buys locally offer 82/-.

Docks.—Kowloon Wharves are obtainable at \$7 1/2. Hongkong Docks have had a sharp rise from \$65 to \$75 at which latter figure there are buyers. Shanghai Docks have sold at Tls. 51 cum the dividend of Tls. 3 declared during the week. Hongkong Wharves have buyers at Tls. 81.

Refineries.—China Sugars have improved from \$118 to \$123 buyers with sales at intermediate rates. Luzons are also a strong market closing with buyers at \$388.

Lands, Hotels and Buildings.—There are buyers of Hongkong Hotels at \$116. West Points at \$72. Kowloon Lands at \$40 and Hongkong Land Live meats at \$110.

Mining.—Langkats are Tls. 30 buyers. Tronchs could probably be placed at 32/8 and Raubs at \$31. Kailans are nominal at 32/-.

Cotton Mills.—Hongkong Cottons have buyers at \$7 1/2. Ewo's have buyers at Tls. 17 1/2. Shanghai Cottons have buyers at Tls. 9 1/2 and Kung Yik have buyers at Tls. 14.

Miscellaneous.—There are buyers of Dairy Farms at \$34. Green Island Cement at \$8.85 after sales at \$6.80. Hongkong Electric at \$41. Low Level Transit at \$4.05. Steam Laundries at \$3.15. Union Waterboats at \$17 1/2. Wm. Powell's at \$6 1/2. Hongkong Ropes have buyers at \$26 and sellers at \$26 and Humphreys Estates after sales at \$8, are wanted at \$8.10.

NOTICES.

PEAK TRAMWAY CO. LIMITED

TIME TABLE.

WEEK DAYS.		SUNDAYS.	
7.00 A.M.	10.00 A.M.	7.00 A.M.	10.00 A.M.
8.00 A.M.	11.00 A.M.	8.00 A.M.	11.00 A.M.
9.00 A.M.	12.00 P.M.	9.00 A.M.	12.00 P.M.
10.00 A.M.	1.00 P.M.	10.00 A.M.	1.00 P.M.
11.00 A.M.	2.00 P.M.	11.00 A.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.
6.00 P.M.	9.00 P.M.	6.00 P.M.	9.00 P.M.
7.00 P.M.	10.00 P.M.	7.00 P.M.	10.00 P.M.
8.00 P.M.	11.00 P.M.	8.00 P.M.	11.00 P.M.
9.00 P.M.	12.00 P.M.	9.00 P.M.	12.00 P.M.
10.00 P.M.	1.00 P.M.	10.00 P.M.	1.00 P.M.
11.00 P.M.	2.00 P.M.	11.00 P.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.
6.00 P.M.	9.00 P.M.	6.00 P.M.	9.00 P.M.
7.00 P.M.	10.00 P.M.	7.00 P.M.	10.00 P.M.
8.00 P.M.	11.00 P.M.	8.00 P.M.	11.00 P.M.
9.00 P.M.	12.00 P.M.	9.00 P.M.	12.00 P.M.
10.00 P.M.	1.00 P.M.	10.00 P.M.	1.00 P.M.
11.00 P.M.	2.00 P.M.	11.00 P.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.
6.00 P.M.	9.00 P.M.	6.00 P.M.	9.00 P.M.
7.00 P.M.	10.00 P.M.	7.00 P.M.	10.00 P.M.
8.00 P.M.	11.00 P.M.	8.00 P.M.	11.00 P.M.
9.00 P.M.	12.00 P.M.	9.00 P.M.	12.00 P.M.
10.00 P.M.	1.00 P.M.	10.00 P.M.	1.00 P.M.
11.00 P.M.	2.00 P.M.	11.00 P.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.
6.00 P.M.	9.00 P.M.	6.00 P.M.	9.00 P.M.
7.00 P.M.	10.00 P.M.	7.00 P.M.	10.00 P.M.
8.00 P.M.	11.00 P.M.	8.00 P.M.	11.00 P.M.
9.00 P.M.	12.00 P.M.	9.00 P.M.	12.00 P.M.
10.00 P.M.	1.00 P.M.	10.00 P.M.	1.00 P.M.
11.00 P.M.	2.00 P.M.	11.00 P.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.
6.00 P.M.	9.00 P.M.	6.00 P.M.	9.00 P.M.
7.00 P.M.	10.00 P.M.	7.00 P.M.	10.00 P.M.
8.00 P.M.	11.00 P.M.	8.00 P.M.	11.00 P.M.
9.00 P.M.	12.00 P.M.	9.00 P.M.	12.00 P.M.
10.00 P.M.	1.00 P.M.	10.00 P.M.	1.00 P.M.
11.00 P.M.	2.00 P.M.	11.00 P.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.
6.00 P.M.	9.00 P.M.	6.00 P.M.	9.00 P.M.
7.00 P.M.	10.00 P.M.	7.00 P.M.	10.00 P.M.
8.00 P.M.	11.00 P.M.	8.00 P.M.	11.00 P.M.
9.00 P.M.	12.00 P.M.	9.00 P.M.	12.00 P.M.
10.00 P.M.	1.00 P.M.	10.00 P.M.	1.00 P.M.
11.00 P.M.	2.00 P.M.	11.00 P.M.	2.00 P.M.
12.00 P.M.	3.00 P.M.	12.00 P.M.	3.00 P.M.
1.00 P.M.	4.00 P.M.	1.00 P.M.	4.00 P.M.
2.00 P.M.	5.00 P.M.	2.00 P.M.	5.00 P.M.
3.00 P.M.	6.00 P.M.	3.00 P.M.	6.00 P.M.
4.00 P.M.	7.00 P.M.	4.00 P.M.	7.00 P.M.
5.00 P.M.	8.00 P.M.	5.00 P.M.	8.00 P.M.

